

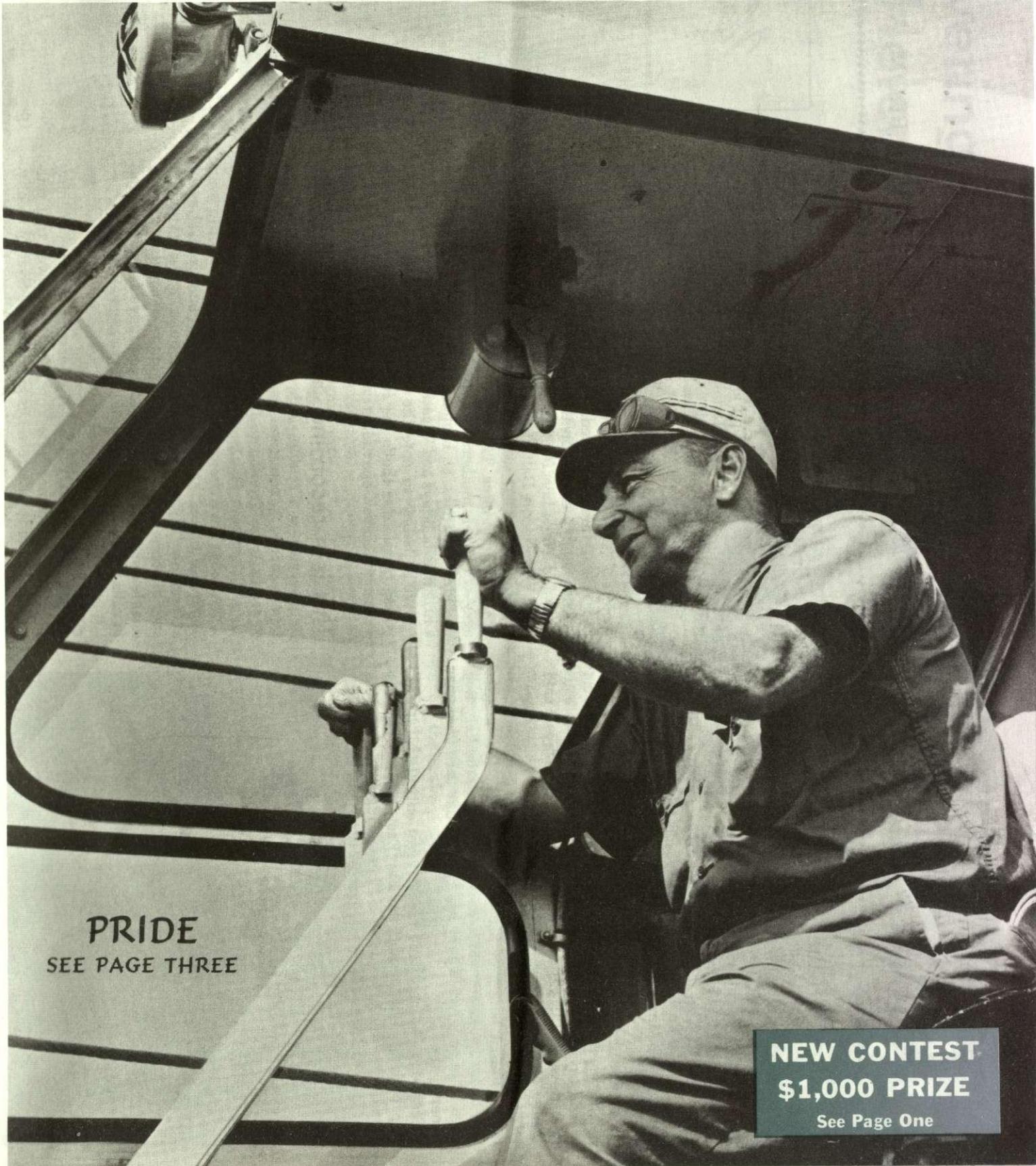
PENN CENTRAL



POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

JUNE 1, 1968



PRIDE
SEE PAGE THREE

NEW CONTEST
\$1,000 PRIZE
See Page One

Make up a new name for PC's piggyback services

WIN \$1,000

Also 10 runner-up prizes, \$50 each

What's in a name?

There can be \$1,000 in it for you. Penn Central needs a new name to take the place of TrucTrain and Flexi-Van.

TrucTrain is the name the PRR established for hauling highway trailers on flatcars—commonly known as piggyback service.

Flexi-Van is the name the New York Central created for hauling metal containers on flatcars—another kind of piggyback service.

Now Penn Central wants **one new name** to cover both of these types of service.

The Penn Central employe who submits a name selected by the judges will win **\$1,000 in cash or Penn Central stock**, whichever the winner prefers.

Runner-up prizes of \$50 each will be awarded to **10 other employes**.

You can start working on a name right now.

Make sure it is short, catchy, original, easy to say.

The name should clearly express these piggyback services. The names TrucTrain and Flexi-Van are two excellent examples of what we mean. But the new railroad prefers a new name.

If your brainy spouse or children want to help you, that's all right. But they aren't personally eligible to enter.

The contest is open only to active employes of Penn Central Company.

Each employe may submit **only one name.**

It must be sent in on the **official entry blank** printed on this page.

And it must be sent by **U.S. Mail**, not Railroad Service Mail.

Here are the main features of the two types of service we are talking about:

In TrucTrain Service, a trailer-load of freight is driven over the highway to a Penn Central terminal. The truck driver uncouples the tractor from the trailer and drives away. The trailer, which is a truck body complete with wheels, is put on a piggyback flatcar. Penn Central freight crews take it to its destination terminal.

There the trailer is taken off the flatcar. A truck driver comes with a tractor, couples onto the trailer, and drives it over the highway to the waiting customer.

In Flexi-Van Service, the freight is packed in a large metal container. Over the highway, this container rides on a special undercarriage with wheels. At the railroad terminal, the container is detached from the wheels and loaded on a special type of flatcar.

At the destination terminal, the container may be put back on wheels for delivery by highway, or taken aboard a ship for further transportation.

Both types of service are fast, convenient, reliable, economical.

Now Penn Central wants **one entirely new name** that can apply to both TrucTrain Service and Flexi-Van Service.

When you have produced a name that satisfies you, put it in an envelope and mail it.

Closing date for the contest is Monday, July 8, 1968.



CONTEST RULES

1. The contest is open to active employes of Penn Central Company, except members of the Public Relations and Advertising Department.

2. Each employe may submit **only one name** for Penn Central piggyback services.

3. The name must be submitted on the **entry blank** printed on this page.

4. The entry must be sent in an envelope by **United States Mail**, not

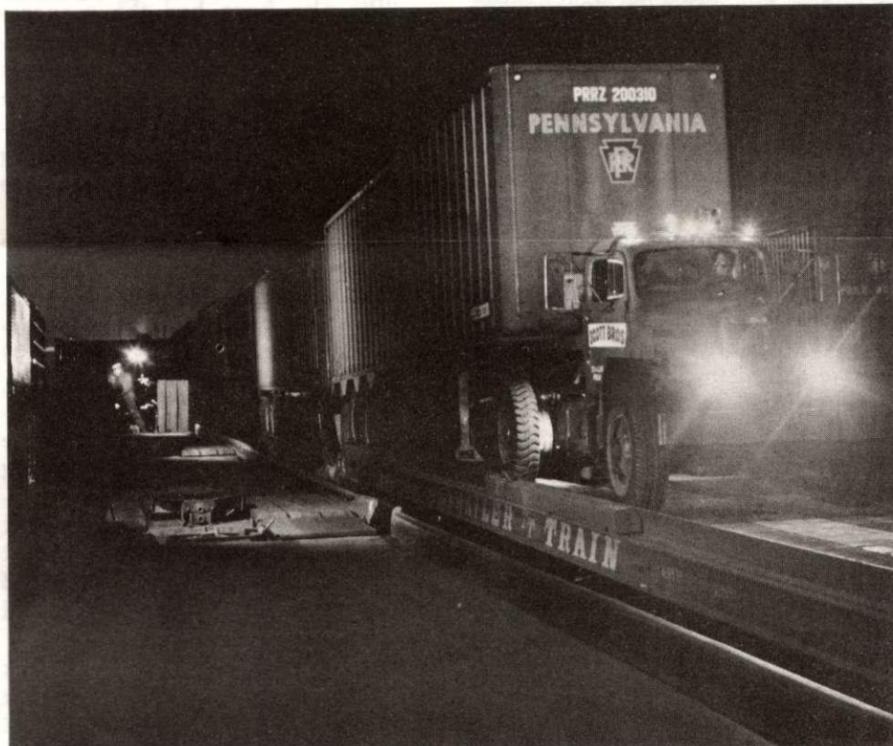
Railroad Service Mail.

5. The entry must be postmarked **before 11:59 P.M., July 8, 1968.**

6 All entries become the property of Penn Central Company and will not be returned

7. The decision of the judges will be final.

8. If the winning name is submitted by more than one person, the entry with the earliest postmark will receive the prize.



This is TrucTrain: Freight in a trailer is driven onto a flatcar and rides the rails to a destination terminal, where a tractor takes it by highway to the customer.



This is Flexi-Van: Freight is packed inside a metal container, which rides the highway on a wheeled device, but rides flat, minus wheels, on a flatcar to destination.

PRINT IN INK OR USE TYPEWRITER

To: Contest, Penn Central Post, 1040 Six Penn Center, Phila., Pa. 19104

I suggest the following original name for Penn Central piggyback services:

My name is: _____

My home address: _____

My job on Penn Central: _____

My Division or Department: _____

I report for work at (location): _____

CUT OUT—DO NOT FOLD—SEND BY U.S. MAIL



A LOOK AT PENN CENTRAL



Board Chairman Stuart T. Saunders addresses Penn Central stockholders at Philadelphia.

Stockholders of Penn Central gathered in Philadelphia on May 7 to take a look at their company.

Penn Central was just three months and one week old.

And it was looking healthy and husky.

It had its problems, but the outlook was bright, the stockholders learned from a speech by Stuart T. Saunders, board chairman.

A major problem was the drop in railroad earnings last year, Mr. Saunders told some 700 stockholders assembled in Philadelphia's Civic Center.

"It was a disappointing year for railroads generally and particularly those in the East," he said.

"The rate of return for all railroads last year was only 2.45 percent, and for the Eastern lines, 1.58 percent.

"This is distressingly low in view of the average rate of return of about 12 percent for American business and industry."

He pointed out that in a recent listing of 73 industrial groups according to profits—that is, the rate of return on their net worth—the railroad industry ranked next to the bottom.

Mr. Saunders said that 1968 ought to be a better year for Penn Central



President Alfred E. Perlman tells about the improvements in railroad operations.

"if we do not have an extended steel strike or other serious interruption in industrial production, and if we are granted the increases we seek in freight rates."

How is the merger progressing?

"Extremely well," Mr. Saunders said—"much more smoothly, as a matter of fact, than we had anticipated.

"The teamwork and enthusiasm throughout our new organization is truly remarkable.

"We also have had the cooperation of the railway labor organizations. Our overall labor contracts for the merged company have made it possible for us to work out arrangements which are contributing to more rapid unification of our two railroad properties."

Mr. Saunders' speech covered a wide range of subjects of interest to Penn Central employees:

PC Volume: The Railroad is currently operating more than 2700 freight and passenger trains per day, and carrying about 200,000 passengers per day, Mr. Saunders told the stockholders. The Railroad is doing this with 4200 locomotives, 5000 passenger train cars, and 200,000 freight cars. Penn Central operates almost 20,000 miles of railroad line in 14 states, the District of Columbia, and two provinces of Canada.

High Speed Service: The track between Washington and New York "has been upgraded into the finest in the world, with welded rail, new catenary wire and many other improvements," Mr. Saunders said. "We are investing \$45 million in this service, with about \$11 million in Federal assistance." The forthcoming test of high-speed service, he added, "will be the largest venture of its type ever conducted in railroad history. We are confident that this project will make a valuable contribution toward finding a workable solution to the problems of mass transportation."

Revenue and Costs: Last year, the operating revenues of the two railroads went down about \$100 million, or 4.5 percent. Payroll and fringe benefits increased by an annual rate of \$60 million, or 6.3 percent, and will go up this year by \$65 million more.

Freight Rates: "Our operating costs are continuing to rise far above our ability to absorb them, and we have joined the other American railroads in a request for increases in freight rates on a selective basis," Mr. Saunders said. "Our proposed new rates, however, will not be inflationary, since their level will still be about 6 percent below that of 10 years ago."



Mrs. Eleanor Fuller and Erla Bedell, secretaries in Financial Department, give stockholders copies of the annual report.



Two stockholders and retired employees, William F. Ely and Edwin H. Beatty, inspect model of Flexi-Flo car at meeting.

Stations: "We expect to consolidate our Chicago passenger facilities at Union Station by moving the former New York Central station from its present location at LaSalle Street. In Washington, Union Station will be leased to the Federal Government and converted into a National Visitors Center. Our passenger facilities will be relocated under a 4000-car parking garage to be constructed over the tracks."

Diversification: Penn Central has been acquiring financial interests in other types of enterprises in order to gain financial strength and help meet the ups and downs of railroad traffic. Over the past five years, 60 percent of the net income came from sources other than railroad operations.

Minority Groups: Mr. Saunders has been appointed by President Johnson as Philadelphia area chairman of the National Alliance of Businessmen, which seeks to find jobs for the unemployed among minority groups. "Penn Central is actively involved in this nationwide campaign," Mr. Saunders said. "Throughout our company, we are extending job opportunities to minority groups and other disadvantaged citizens."

Alfred E. Perlman, president of Penn Central, reported to the stockholders on improved operations since the merger got underway. Highlights of his talk included:

Terminals: In February, March and April, freight terminal operations of the two railroads in 10 cities were consolidated. Ten more terminals were scheduled to be consolidated during May.

Speedier Service: Freight traffic moving between Detroit and Bedford, Ohio, is now saving a day in transit. Traffic between St. Louis and Indianapolis is saving a day. Coal trains between Mingo Junction, Ohio, and Detroit are saving up to 36 hours. Traffic between Kalamazoo, Mich., and Cincinnati, Ohio, is saving one to two days.

Across the Ocean: Penn Central has made interchange agreements with 30 steamship lines for the handling of freight in metal containers to and from all parts of the world. The Railroad has shipping agents in ten major European cities promoting this traffic.

Coal on the Move: The number of unit trains that speed coal from mine to industry has reached 730 per month—"and we expect to add more," Mr. Perlman said. He called attention to three important projects that will aid coal traffic. A new pier for loading coal into ships opened at Ashtabula last month. The Waynesburg Southern Railroad, to be completed this summer, will serve mines in West Virginia and Pennsylvania. A new 10-mile

It's official: Penn Central Company

When the PRR and the Central merged, their corporate name became: Pennsylvania New York Central Transportation Company.

Practically everybody promptly shortened this to "Penn Central." The formal title just seemed too long and cumbersome.

On May 7, the stockholders voted to switch to the shortened form. And on May 8, "Penn Central Company" became the official name.

extension of the Captina Branch will reach coal reserves in southeastern Ohio.

New Plants: More than 700 new plants and plant expansions were located on the lines of the PRR and the Central last year, with a traffic potential of 320,000 carloads a year.

New Yard: A new freight classification yard at Selkirk, N.Y., near Albany, will go into service this summer. The 70-track yard can be expanded to 90 tracks as traffic increases, Mr. Perlman said.

David C. Bevan, chairman of Penn Central's Finance Committee, reviewed the progress of the Company's non-railroad enterprises. Penn Central plans to continue to seek subsidiaries with "earning patterns that will counteract the fluctuating nature of our present business, which follows the heavy industry cyclical pattern of iron, steel and the automobile industry," Mr. Bevan said. Funds to acquire subsidiaries will come from the sale of Norfolk & Western stock, which Penn Central must dispose of by order of the Interstate Commerce Commission.



After the meeting, Mr. Saunders greets an employee and stockholder, Camille Solomon, ticket clerk at Penn Station, N. Y.



David C. Bevan, chairman of the Finance Committee, discusses the Company's plans.



Car Builder: Nicholas A. Spiridigliozzi in Altoona, Pa., rivets a panel to cabin car.



Crew Dispatcher: Albert E. Soukup assigns trainmen for passenger runs at Cleveland.



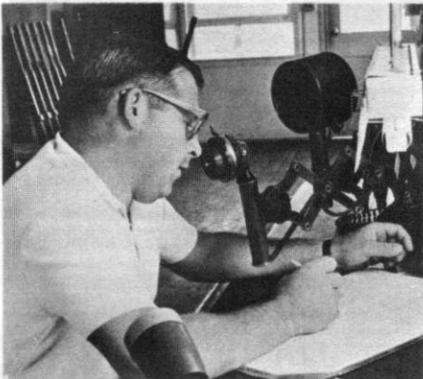
Engineman: Dominic Corsino safely handles the train and its freight near Cleveland.



Passenger Conductor: Edward Olson smiles a welcome to PC's customers in New York.



Key Punch Operator: Mary McClain, Phila., handles cards that record railroad facts.



Block Operator: William C. Regula handles train movements through Canton, O.



Painter: Burlson Turner puts PC stencil on car at Beech Grove Shops, Indianapolis.



Clerk: Betty Kalinski, at Conway Yard near Pittsburgh, types work for the trainmaster.

Yard Clerk: Chas. Guvelian makes check of cars in Pavonia Yard at Camden, N.J.



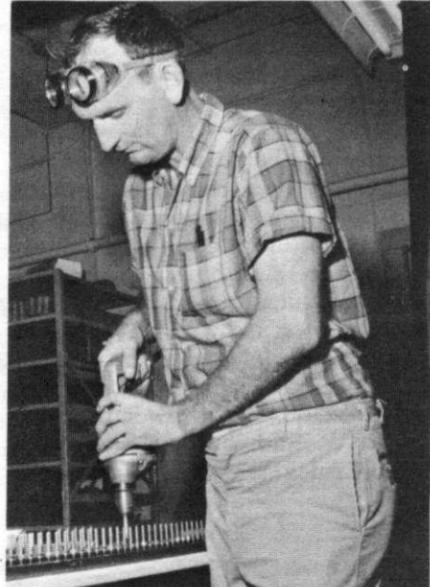
Locomotive Fireman: William Tamlyn climbs aboard engine leaving Cincinnati.

Chauffeur: Willie D. Washington drives a Penn Central truck in the Cleveland area.



Brakeman: Stanley Miloszewski checks the safety of his freight train at Pittsburgh.

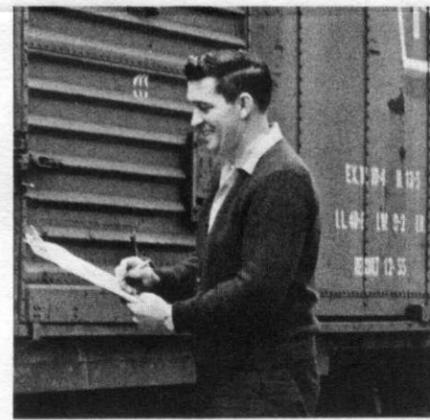
Signalman: Trevison D. Brunton works on an automatic interlock in Columbus, O.



Ticket Clerk: Donald Albritton serves the public at 30th St. Station, Philadelphia.



Coach Cleaner: Anthony C. Lamberto does a good job for passengers at Philadelphia.

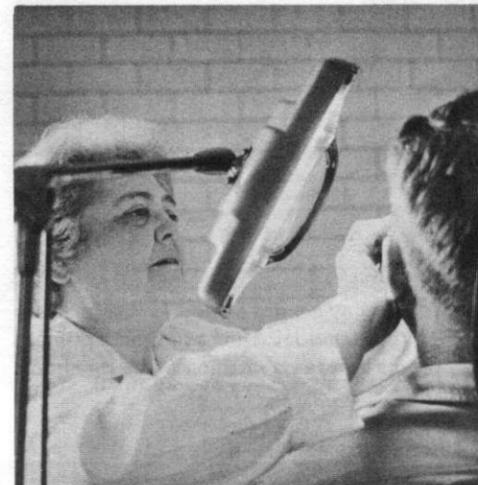


Freight Agent: Doit Harlow provides PC's services for the shippers at Paris, Illinois.



Trackman: Willie Joe Ivery helps assure safety on the rails at Selkirk, N.Y.

Nurse: Grace Foster helps fellow employees who come to her office in Pittsburgh, Pa.



Let's pause to take PRIDE in ourselves

We're all busy. We're running locomotives. Or laying track. Or collecting tickets. Or typing letters.

We're throwing switches. Or repairing cars. Or fixing signals. Or figuring rates.

We're handling baggage. Or soliciting freight. Or making out waybills. Or filing records.

Busy with our individual jobs on the Penn Central, we rarely take time to think of what it all adds up to.

What it adds up to is providing America with its most important transportation package.

The railroad you help operate serves an area containing almost half the Nation's population—eight of the ten largest cities—thousands of communities along more than 19,000 miles of railroad line.

Thousands of factories, mines and farms depend on Penn Central service to send their products to market.

We're a key hauler of men and supplies for the Nation's defense.

We're America's leading rail-

road family.

What brings all this up?

The third week of last month was celebrated as National Transportation Week.

In proclaiming this week, President Lyndon B. Johnson said that efficient transportation "is indispensable to our future growth, to the security of our Nation, and indispensable to the safety of our citizens as well."

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

Because of our merged lines, our mighty aggregation of skills and equipment, we Penn Central people do more to fill the country's transportation needs than any other company.

This is an appropriate time to take a look at what we do, to reflect on what our work means to the Nation—and to take a bit of justifiable pride in ourselves.

ON THE COVER: J. J. Fornato, a work equipment engineer, operates track machine in Chicago, Illinois.

Here's the book that tells all

(about running Penn Central trains)



School's out on the Penn Central. Exactly 47,786 employes—almost half the entire work force—hit the books.

Their new rule books, that is.

In a vast, intensive training program, every employe who has anything to do with train operations was given instructions in the new manual: *Rules for Conducting Transportation*.

"It was the biggest instructional program I ever heard of," said Training Supervisor Bernard L. Sweringa.

"We had only about six weeks to do it. The training had to be finished by April 28, the day the new book went into effect."

Formerly, Pennsylvania Railroad people were governed by a black-covered book bearing the title, *Book of Rules*. New York Central had a red-covered book called *Rules of the Operating Department*.

The merger made it necessary to produce a new book, to establish uniform operating practices for the people of both former railroads.

And the new book, in a cover of bright Penn Central green with white lettering, rolled off the presses in February.

Every employe whose work is covered by operating rules has received a copy.

"We ran an intensive program to acquaint our employes with the contents of the new book," said Paul E. Rittenhouse, assistant supervisor of motive power, serving as a rules examiner at Hawthorne Yard in Indianapolis, Ind.

"We put particular stress on rules that were new to either PRR or Central men, or both.

"A prime example was the rules about signal lights."

The standard signals on lines of the former Pennsylvania Railroad consist of lights of a uniform amber color. Different positions and arrangements of the lights give different instructions.

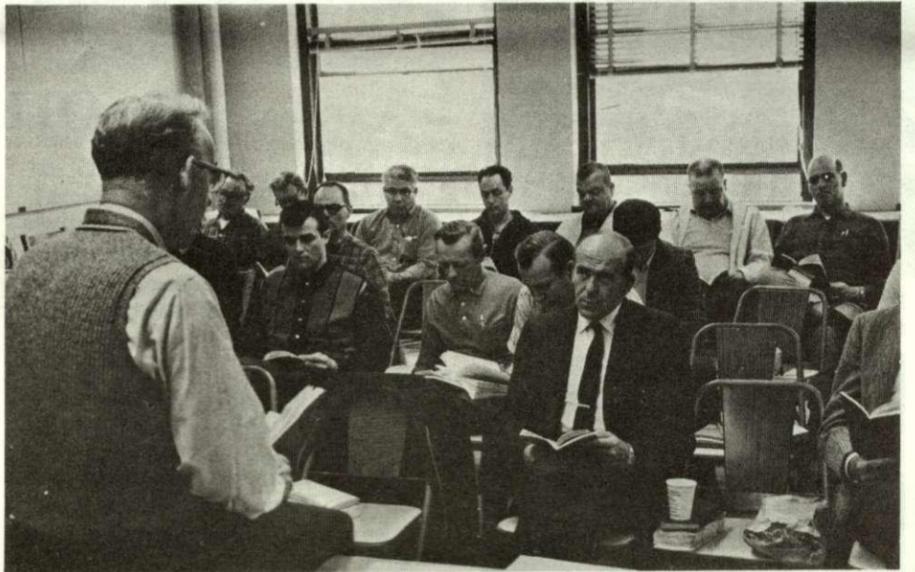
The standard signals on lines of the former New York Central use different colors—red, yellow and green—to give messages to train crews.

Both types of signals will continue to be used.

"The men all knew their own sys-



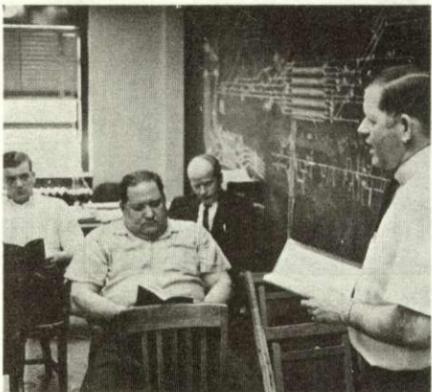
In Indianapolis, Paul E. Rittenhouse, right, instructs Paul Goodpaster and Jack Dodson, standing, and Raymond Schaefer and Alfred White, seated, on Penn Central rule book.



In Philadelphia, J. Carroll explains new book to enginemen, trainmen and yardmasters.



In New York, W. Kleeman explains new rules to engineman, firemen and trainmen.



At Philadelphia, L. B. Simmons instructs PC train dispatchers and block operators.

tem but had to be instructed in the other railroad's," Mr. Rittenhouse said. "They have to know both types of signals—they're all one railroad now and they'll be sure to encounter both types."

To set up the instruction program, the Office of Operating Rules got the help of the training section of the Labor Relations and Personnel Department.

The training section was well equipped to map out an instructional program—it had just completed a large-scale program for employes who will work in the High Speed Passenger Service.

"The first step was to instruct the instructors," said John S. Stewart, manager of employe practices and training.

Classes were set up for the Penn Central's 29 rules examiners, plus 52 other men who would serve temporarily as rules examiners.

Training Supervisor Alan B. Buchan met with these men to discuss

classroom techniques. He familiarized them with the use of charts and slide projectors.

An important part of the program was a programmed instruction booklet covering the vital matter of the two types of signals.

When these 81 men had finished their training, they fanned out across the Penn Central system and set up classes. All employes involved in train operations were required to attend.

By the April 28 deadline, the huge training program had been completed.

Completed?

"Well, not exactly," said Jack W. Rathvon, manager of operating rules.

"We're required to re-test all operating personnel in their knowledge of the rules every year. And of course, we have to instruct all new operating employes.

"So, you see, this training program never ends. And that's how it has to be to keep the railroad safe."

They wrote the book

Something old, something new, something borrowed and something green.

That's Penn Central's new Rules for Conducting Transportation.

The new rule book came about as a result of the marriage of the PRR and NYC, and it follows the traditional advice about bridal outfits.

Something old is the rules taken from both former railroads.

Something new is a set of rules about radio transmission and other recent developments in communications.

Something borrowed is some rules taken from the Association of American Railroads' Standard Code of Operating Rules.

And something blue was changed to Penn Central green, the color of the new book's cover.

"It was obvious from the start of the merger proceedings that the new system would need a new rule book," says J. W. Rathvon, manager of operating rules. "So we went to work



Checking printer's final copy of new rule book for PC operating personnel are R. M. Strickland, left, and T. J. Brown.

to establish a uniform set of basic rules that would be applicable to both former railroads."

A special Merger Rules Committee was set up, Mr. Rathvon serving as co-chairman with R. M. Strickland, manager of operating rules for the New York Central.

The other members were:

T. J. Brown, director of operating rules, NYC; Al Vajda, NYC System rules instructor; and, from the PRR, H. R. Baker, supervising operator, Central Region; D. E. Young, Northern Division operator, now train dispatcher at Buffalo; T. E. Lockner, Northern Division operator; and J. L. Thompson, Allegheny Division operator.

The committee first reviewed the rule books of the PRR and New York Central. Rules that were outmoded or unnecessary to the merged railroad were discarded.

Then the rules necessary to the safe and efficient operation of Penn Central were catalogued. These rules were taken from the books of both railroads.

A list was drawn up of all points of conflict or disagreement between the rules of the two railroads.

"We had to dovetail these rules and remove any possibility of confusion," says Mr. Brown. "But we restricted ourselves to changing only

Continued on page 5



After many months of work, J. W. Rathvon, Al Vajda and J. L. Thompson check printer's proofs before publication of the rule book.

what was absolutely necessary, so the operating employees would not have to start from scratch and learn a completely new rule book."

"In instances where it was impossible to eliminate an area of conflict, we adopted a completely new rule from the AAR's Standard Code of Operating Rules," says Mr. Vajda. "We borrowed what we needed."

"Several changes were necessary because of technological advances in operations since the existing rule books were published back in 1956."

The area of greatest change is a section familiarizing the employees with the two railroads' signal systems which will be retained on their present routes.

The committee also came up with new blank forms for train orders, clearances, track car permits and restricted train movements. Those from the two former railroads were not considered adequate for the merged Penn Central.

A section deals with operations in areas where traffic control is in effect in accordance with practices of the New York Central. Another section covers similar two-way signaling practices on PRR routes.

The two types were kept in separate sections in the new book to



Comparing the rules of the former PRR and NYC for the new PC book is H. R. Baker.

help simplify the requalification of employees, but will be combined in the near future.

The operation of trains on secondary track with manual block rules is a new concept for NYC men. These regulations were taken from the PRR rule book.



D. C. Young contributed his ideas to the committee that wrote the new rule book.

A new concept for most PRR men is the operation of trains by timetable schedules and train orders, as prescribed in the new book. No block signal system is involved in these movements.

There is also a new section on the use of train radios. This includes the regulations of the Federal Communications Commission and, to some extent, the former PRR trainphone rules.

The completed draft of the new rule book was submitted for approval to a top-level group set up after the



T. E. Lockner consults map on application of rules to various parts of Penn Central.

merger—the Penn Central System Train Rules Committee. It is made up of key System and Regional officers. J. W. Rathvon and T. J. Brown serve as co-chairmen.

During a three-day session, this committee reviewed the new book, and, with a number of changes, approved it.

That made it official for the Penn Central.

The Train Rules Committee is a permanent body. It is the final authority for any future changes in Rules for Conducting Transportation.

And then the little girl grew up



Here's Jo Anne Kader in 1956, delighting in her new playhouse. Below we see her as she is today, aiding the Penn Central.

When an exhibit opened in Cleveland Union Terminal to give a preview of the high-speed Metroliner Service, Jo Anne Kader was on hand to do the honors.

She wore a white sash with the title, Miss Metroliner, and the Penn Central emblem.

To everybody who stopped, she gave an enthusiastic description of the high-speed passenger service which the Penn Central will begin operating this year between New York and Washington.

To railroaders in the Cleveland area, her role is a fitting chapter of a story that began in 1956.

Jo Anne was 8 years old then. Riding with her parents past the 150th Street crossing of the New York Central Railroad in Cleveland, she noticed an abandoned shanty formerly used by crossing watchmen. On it was a For Sale sign.

Jo Anne immediately saw this as a perfect playhouse.

When she got home, she wrote a letter on lined yellow notebook paper, with her mother's help in the spelling, and mailed it to New York Central's district headquarters.

The letter said:

"My three sisters and I would love to have this house for a playhouse and my mother said O.K. I guess she figured if we have a playhouse in the yard, it will help keep us away from the heavy traffic.

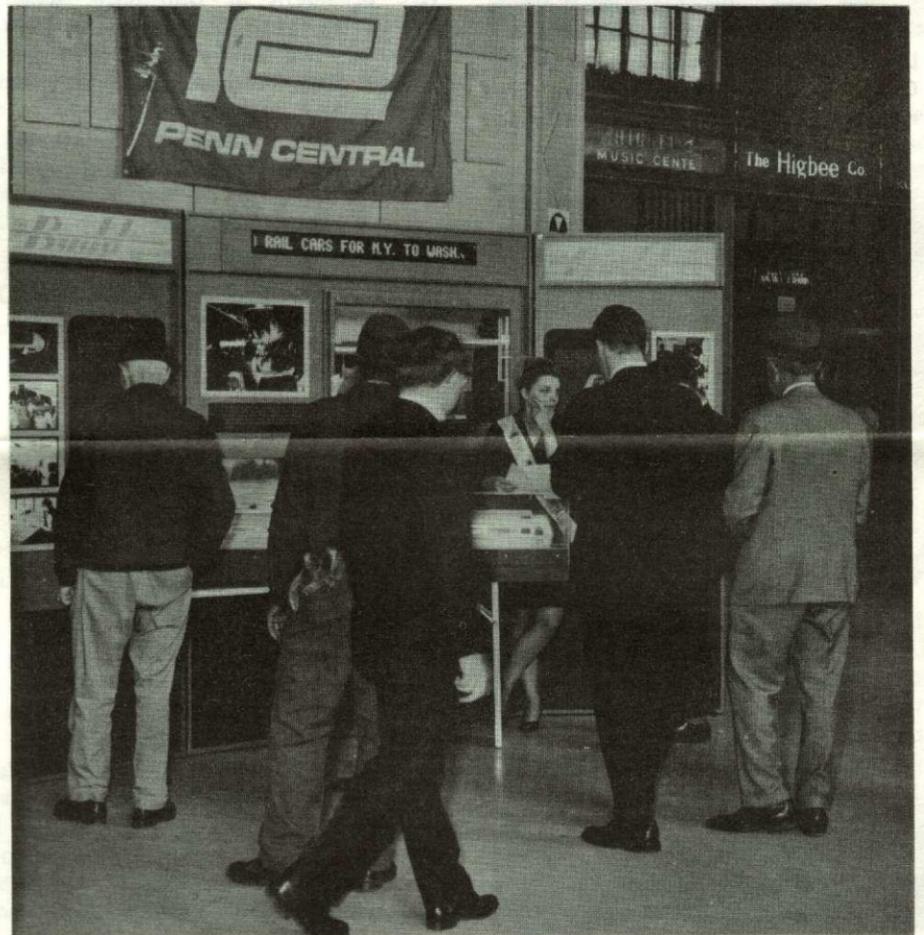
"Anyhow we girls have \$5.00 between us and Mommy said she would put \$5.00 toward it from her budget, and we could make a bid on it. I don't know what a bid is, but we would have \$10.00 to pay for it.

"It would be the cutest playhouse in the world, and we could paint it and have lots of fun."

By some mystical process, the letter found its way to the desk of Alfred E. Perlman, president of the New York Central. He sent Jo Anne a personal reply:

"I am delighted to tell you that your offering price of \$10.00 is perfectly acceptable to the New York Central Railroad."

He went on to explain that Central employees at Cleveland had decided to repair and paint the shanty



In Cleveland Union Terminal, Jo Anne Kader tells about the coming High Speed Service.

before delivering it, and had rounded up some furniture for it. And Mr. Perlman concluded:

"All the people at New York Central send their best wishes and hope that you, your sisters and your friends will enjoy many, many happy hours in your new playhouse."

And Jo Anne and her sisters and her friends did.

Gradually, as happens to little girls everywhere, Jo Anne grew up.

She attended St. Augustine's Academy in Lakewood, Ohio. She studied dancing. Last year, at the age of 19, she was crowned Miss Cleveland in the Miss Universe contest. She became a dancing instructor and began to do modeling.

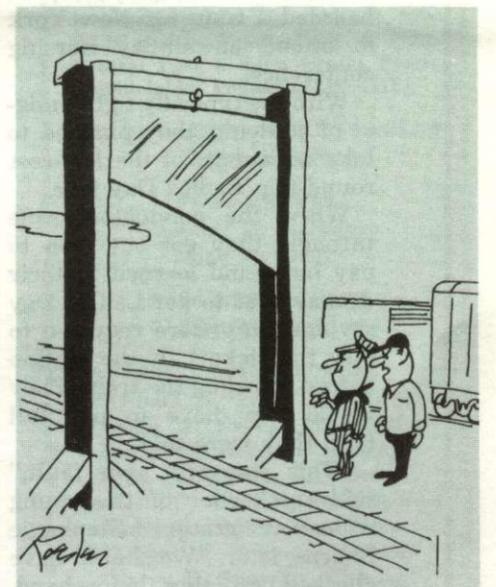
When the New York Central opened a new terminal in East Cleveland for Flexi-Flo transportation of bulk commodities, Jo Anne Kader agreed to represent the railroad as Miss Flexi-Flo.

And now here she is again as Miss Metroliner, very competently telling fellow Clevelanders about this epochal new project of the Penn Central.

As for that long-ago playhouse . . .

it's still there in the Kaders' backyard. The four Kader sisters are all too old to use it now, but it's kept in good repair.

All the members of the family understand that when Jo Anne gets married and has children of her own, the playhouse moves to her home.



"Just where, Pierre, did you learn how to cut cars?"



Discovering Maryland —and Helen and Linda



Linda Allen and Helen Zimmermann, Penn Central secretaries, greet visitors at ceremony in Baltimore passenger station.

Said Linda Allen, "Welcome to Baltimore."

And Helen Zimmermann chimed in, "It's a pleasure to see you here."

The two girls, Penn Central secretaries, were at the Baltimore station to greet incoming passengers.

It was the start of Maryland's participation in the "Discover America" program. This is a nation-wide effort to encourage Americans to tour their own country and rediscover the Nation's many points of interest.

Maryland officials hope to persuade many American tourists to start their travels by visiting Maryland.

The Penn Central cooperated in the program by making the Baltimore station available for the ceremonies.

Linda and Helen, wearing Penn Central sashes, contributed a touch of glamor.

The Maryland Line of the Battalion of the American Revolution, dressed in Colonial uniforms, contributed fife and drum music.

J. E. Chubb, the Penn Central's vice president at Baltimore, welcomed the gathering of some 250 persons—"we hope you will take the time to discover the wonders of this great state," he said.

Ten exhibits spotlighted Maryland's industrial resources and tourist attractions.

The visitors were intrigued by a new moving walkway, a kind of glamorized conveyor belt. It carries passengers and their luggage with ease from a train platform up to the waiting room.

The train platform itself is new. It was built at a level that permits passengers to board trains directly without having to walk up train steps.

"Both the walkway and the high-level platform were built in preparation for the high-speed passenger trains that will run between Washington and New York," Mr. Chubb explained.

Samuel N. Friedel, U.S. Congressman from Maryland, greeted passengers arriving at the station.

"Welcome to Maryland," he said. "It's a pleasure to have you visit us. We hope your stay will be a long one."

George H. Fallon, also a congressman from Maryland, said, "I'm glad to see the station turned into a welcoming center for tourists."

And Francis Burch, Maryland's attorney general, added, "I always get



J. E. Chubb, Penn Central vice president at Baltimore, extends welcome to visitors.



On the train platform is the Maryland Line of the Battalion of the American Revolution.

a kick out of welcoming people to my state. There's so much to see, and it's right at your doorstep."

Passengers and visitors to the station found the proceedings exciting. One woman, who got off the train to the music of the fifes and drums, said, "I've heard of being met at the station by a brass band, but never anything like this."

Helen Zimmermann pins decoration on Congressman Samuel Friedel, of Maryland.



The Penn Central's new moving walkway is officially opened for use, with music by fifers and drummers in Colonial uniforms.

He thinks PC stands for Personal Courtesy

Riding a train to New York, Henry Daniel Young, Jr., of Warminster, Pa., had a sudden inspiration after watching a Penn Central man in action.

As Mr. Young described it in a letter to Penn Central:

"The trainman or conductor (I did not give notice to his identification) approached each rider with a cheerful good morning and gave each rider his very personal attention.

"This approach may not be a new innovation, but after giving much thought to this example of personal attention, I arrived at the conclusion that the new letters, PC, could very well stand for *Personal Courtesy* as well as Penn Central.

"Today we all have the thought that little things do not mean much. To my thinking, the many small things one performs have more fruitful meaning than one large thing.

"It may be a good idea for your railroad to push this thought throughout your system. I am grateful that the merger has finally been consummated, and wish your organization continued success."

"I am writing to commend one of your employes," began the letter. The employe was **Lemuel E. Crane**, a waiter, and the letter-writer was Dr. Perry Black, of Johns Hopkins Hospital, Baltimore.

"I had the opportunity of observing his courtesy and helpfulness while riding in one of the coach cars on the way to Baltimore," said Dr. Black.

"He seemed to take pride in his train. In these times, when employes so often seem disinterested in their jobs and in going beyond the specific requirements of their jobs, it was a pleasure to observe this man.

This story started out sour

Twelve student nurses from a South Philadelphia hospital boarded a train for New York to attend an all-day nursing conference.

With the typically tight budget of students, they planned to take advantage of the low-cost round-trip Ladies Day fare.

When the conductor came through, they got out cash to pay him—and learned to their dismay that to get Ladies Day savings, they were required to buy the tickets in the station before boarding the train. They would now have to pay full fare, they were told.

"This was our own fault," said the leader of the young women's group, Stephanie Sharpe, later. "We should have checked on this beforehand. But what upset us was the

gruffness of the conductor. He showed no sympathy or patience. When we told him we could pay the full fare to New York but we hadn't brought enough extra money to cover the full fare home, he acted as if he couldn't care less. He said, "This will teach you a lesson not to travel so light."

"We were very blue when we got off the train at New York."

In Penn Station, the young women clustered at a ticket counter, poking through their pocketbooks for stray change, trying to see how many return fares they could assemble if they skipped lunch and dinner.

"We were getting slightly hysterical," Miss Sharpe related, "when along came this man."

He was Lieutenant Alexander Hamilton, of the Penn Central Police Department (shown at right). "What seems to be the trouble?" he said.

"We told him," Miss Sharpe said later. "His nice manner calmed us down. He checked our identification, and then astonished us by lending us \$50 of his own money."

The young women were able to eat lunch and dinner and pay their fares home. They promptly got a \$50 money order and mailed it to Lt. Hamilton, with the following note by Miss Sharpe:

"I cannot begin to tell you how very happy and relieved you made the twelve of us. We were just about to give up hope in the entire human race. Thank you so very much."



OPEN LINE

REPORTS FROM ALL OVER

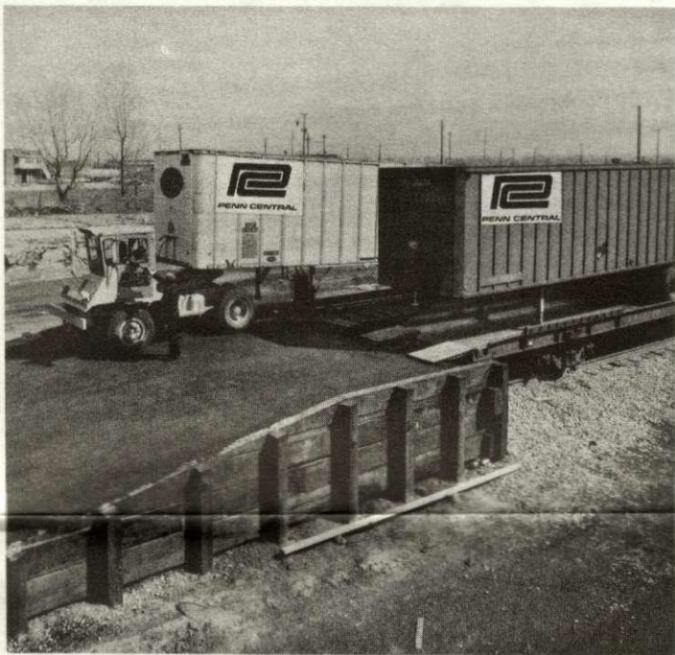
The "land-bridge" train—Freight moving from Europe to Japan and the Far East, and freight moving in the opposite direction, could get a fast ride across the continental United States by a "land-bridge" train method which Penn Central is studying.

The freight would be packed in metal containers, which could quickly be unloaded from inbound ships at one coast, loaded on flatcars, and delivered to the other coast for quick loading aboard ships for the final part of the journey.

"We are prepared to offer the high-speed container service between all the Atlantic ports we serve and West Coast ports, via any Western railroad with which we connect through the Chicago and St. Louis gateways," said Henry W. Large, executive vice president.

The plan calls for an 80-car train carrying 160 containers of 40-foot length or 320 containers of 20-foot length. The train would run coast-to-coast in approximately five days. The shippers would furnish the flatcars and containers.

Shippers who now send their freight entirely by steamship between Europe and the Far East, via the Panama Canal, may find that using a "land bridge" train across the United States offers savings in time and money.



New piggyback terminal—Penn Central last month opened a new piggyback terminal at East 152nd and Darwin Streets in Cleveland, O. It offers shippers a complete line of trailer-on-flatcar service, in addition to Flexi-Van container service. Photo shows Donald A. Seiler, of piggyback sales, shaking hands with Driver Emil Ita. Manager of the new terminal is Robert G. Preising.

New merged lines—A new railroad called Burlington Northern, Inc., was scheduled to take form this month. It is a merger of four railroads—the Great Northern, the Northern Pacific, the Chicago, Burlington & Quincy, and the Spokane, Portland & Seattle. The Interstate Commerce Commission gave final approval on April 19, including protective conditions for competing railroads.

To boost safety—Wider attention to the railroad safety efforts will be stimulated by an increase in the E. H. Harriman Memorial Awards. The awards are given annually to railroads with the best safety records and the highest degree of improvement. The number and type of awards will be increased this year.

At the same time, the Association of American Railroads announced that it has set up new reporting methods which will enable each railroad to know from month to month how its safety record compares with that of other railroads. This will help the railroads evaluate their safety programs and stimulate a competitive spirit in prevention of accidents.

Speeding the mail—Railroads are determined to put new "ZIP" into mail handling, they assured the Post Office Department at a meeting last month in Washington. Hauling mail in piggyback trailers and metal containers and expedited freight service were discussed as avenues to better, faster handling of the Nation's mail.

New plant on line—The International Fortriton Company, Inc., an Atlanta, Ga., manufacturer of Dried Bakery Product, has selected a four-acre site for a new plant on the Penn Central in Chicago. Construction has gotten underway, and the company is planning to start

production by September.

The firm, a subsidiary of International Consolidated, Inc., will draw raw materials from throughout the Midwest and will ship its products to feed manufacturers from Ohio to Nebraska and as far south as the Carolinas and Texas. Shipments totaling about 80,000 tons a year will move by rail and truck.

Women like a bargain—The low-cost round-trip fares for Ladies Days attracted 16 percent more customers in 1967 than in the previous year, the Passenger Sales Department reported.

The one-day excursion tickets are offered on Wednesdays and Thursdays for trips to New York from Philadelphia, Wilmington, Baltimore and Washington.

A total of 83,997 women and children took advantage of the bargain offer. Travel by children—5 to 16 years of age—with their mothers increased nearly 50 percent. This includes the trips at reduced fares during Easter and Christmas holidays and vacation periods.

"We're happy to note the sharp upturn in travel by young people, for that's the future of our business," the Passenger Sales Department said.

This is a recording—The regular train information service at Trenton, N.J., is now supplemented by tape-recorded announcements. These give the schedules of trains from Trenton to Newark, New York, Philadelphia, Wilmington, Baltimore and Washington.

"Surveys have shown that many callers want only train departure times," said Leroy Rhodes, Penn Central agent at Trenton. "By recording the schedules, and providing a special phone number for this kind of information, we will enable our train information force to give faster handling to calls for detailed information and reservations."

Straight shooters—A review of firearms training scores on the former New York Central showed that railroad police of the Eastern District won the System trophy. Members of the winning team were Albert C. Blevins, stationed at Rochester, N.Y.; and, stationed at Boston, David R. Bailey, Morris C. Luther, Robert R. Draper and William J. Greene.

In individual scores across the former Central system, the top firearms experts were William R. Bate, stationed at Windsor, Ontario; Emery L. Bailey, Blue Island, Ill.; and Walter A. Leslie, Fort Erie, Ontario.

High-speed passenger service—The U.S. Department of Transportation has set up a committee to review the progress of the high-speed passenger service between New York and Washington and to make recommendations for completing the program. Members of the committee represent Penn Central, which will operate the service; the Budd Company, which is building the cars; and General Electric and Westinghouse, which have produced components for the cars. The committee will be under the direction of Dr. Larry Guldmuntz, of DOT's Office of Research and Technology.

Alan S. Boyd, U.S. Secretary of Transportation, said the committee was set up "because we believe the early establishment of high-speed rail passenger service is essential; because we are determined that this project shall succeed; and because we believe this is the most effective way to deal with the problems which must be solved before service can begin."



First of a new color—Painter Larry Edwards works from a scaffold to put the finishing touches to this first baggage car to be painted Penn Central green. Workmen at the Passenger Car Shop in Altoona, Pa., are giving these cars and Tuscan-red passenger cars a coat of the new color as they pass through the facility during their normal schedule of maintenance. Stainless steel cars are not included in the painting program.



"May I compliment you on your fine, new magazine, especially the March 1 issue dealing with the merger. That issue contained a wealth of information with personal touches and photographs, well balanced between former P.R.R. and former N.Y.C. employees. I am looking forward to other issues and plan to keep a complete file."—Edwin A. Wilde, Technical Research Dept., Collinwood, Ohio.

"Congratulations! Your green is the most refreshing color to be seen in a mixed train for a long time. I just got hold of a second-hand copy of Penn Central Post and I'll treasure it. I am a female rail buff."—Mrs. Peter Barcomb, Rouses Point, N.Y.

"We enjoyed the March issue of the Post, and will pass it around the April meeting of the Retired Railroad Employees meeting in Pomona, Calif. There are several members of the 'marriage' out this way. I am a retired electrical foreman of the Indiana Harbor Belt Railroad (part of the former New York Central)."—Harry C. Geisen, Upland, Calif.

"Received the Penn Central Post and think it was very good and enjoyed it very much. I retired as a boilermaker and boiler foreman in 1955."—H. A. Williams, Mattoon, Ill.

"I want to be one to congratulate you on your magazine. Although I am only 11 years old, I look forward to my uncle, Harrison Shadle, who is a welder on the Penn Central, to bring me the latest copy. I am very much interested in railroads and hope by the time I grow up there will be something for me to do on the railroad. My great-grandfather, Glenn McCloskey, was a telegraph operator for 48 years on the Pennsylvania Railroad."—Steve Macklin, McElhattan, Pa.

"This is to let you know I am very pleased with the Penn Central Post and I wish you would continue to send it to me."—A. B. Williams, Ebensburg, Pa.

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TO STOP LOSS-AND-DAMAGE**

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CUT IT
DOWN**



**Make Shippers Aware
That Railroaders Care**