

**PENN CENTRAL**

**POST<sup>®</sup>**

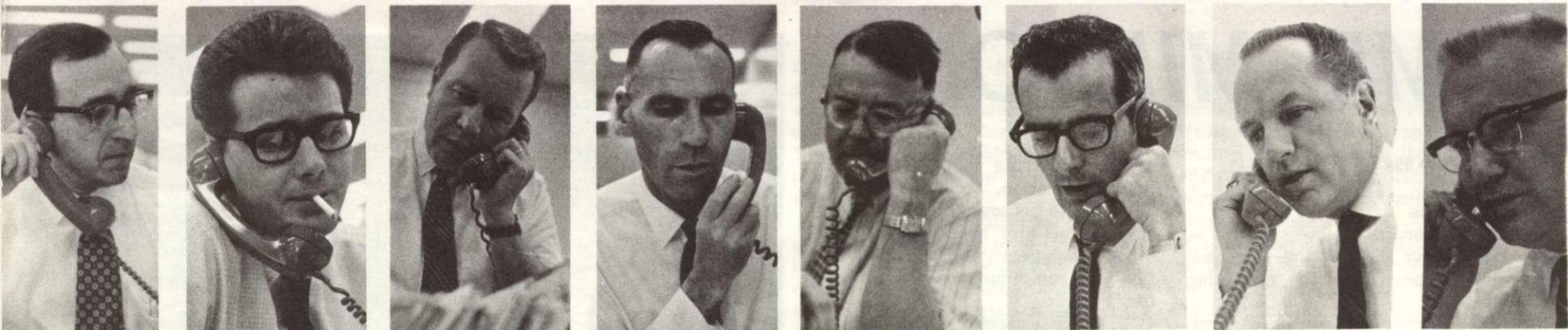


NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

JUNE 1970



**IT'S A LONG STORY**  
See Page One



Ernest D. Dienno      David E. Uldricks      John G. Kratzer      Robert S. Drummond      Bruce C. Dixon      Robert F. Smith      Charles J. McGill      Bernie J. Lehman

# Talking, talking, talking about FREIGHT CARS

*...where the cars are  
...what they're doing  
...where they're needed*

It's June. And here's Woodrow D. Bradley involved with anti-freeze, salt for frozen roads, Christmas ornaments, sleds and skis.

That's the kind of merchandise the Railroad hauls in the summer. That's because factories and stores and highway departments all get set half a year ahead for the changing seasons.

And the Railroad has to be even earlier than they are. The Railroad has to plan to have freight cars ready when the big orders start moving.

This is the job of the men of the Freight Car Utilization Department.

"If we don't plan a step ahead of the demand, we're dead," says Woody Bradley, supervisor of the general service equipment section.

Mr. Bradley is a gray-eyed, brown-haired, mild-talking man who grew up in West Virginia and country and talks with an accent people call "hillbilly" but he calls "mountaineer."

He started on the New York Central as a yard clerk in 1944, and took time out to serve with the Army in the tag end of World War II and in the Korean conflict. In the latter, he was captured by the Chinese, but after studying the guards' movements for ten days, he was able to escape.

"Planning," says Woody Bradley. "That's the secret."

Constant study and planning help him and the ten other men in his section to carry out their job of getting the most use out of general service freight cars. Says Mr. Bradley:

**"In brief, our job is to get the cars to the shippers who need them. Or, if the cars aren't needed, it's our job to get them scooting off our lines to other railroads."**

The tools Mr. Bradley and his as-



W. D. Bradley and his team keep track of some 95,000 general-service freight cars.

sociates use are computer reports, charts, market studies, and a battery of telephones in constant use.

"But we ourselves can't move the cars," Mr. Bradley emphasizes. "The men we rely on are the men who switch cars in several hundred Penn Central yards and the men who haul cars over thousands of miles of Penn Central line."

"They give the muscle to this program."

"And not they alone."

"We rely also on the yardmasters and yard clerks who keep track of the freight cars and make sure that prompt and accurate reports are sent by teletype or mail to System headquarters where records are kept on all cars."

"We rely on freight agents and freight clerks, who keep us informed of cars needed by shippers and cars waiting for loading on shippers' sidings."

"And we rely on the car distribu-

At Jeffersonville, Ind., R. O. Applegate sends car report over the wires. Prompt transmission is vital part of the program.



tors at Regional and Divisional levels, who are our eyes and ears on matters of car supply."

At a desk to Mr. Bradley's left, Assistant Supervisor Jack Kratzer, a husky, hard-driving fellow, is on the phone, talking to Bert Mosier, supervisor of car distribution at Indianapolis, Ind.

"About those grain boxcars you asked for," Jack Kratzer says. "We're going to send a train of empties out of Selkirk tomorrow. Meanwhile we'll stick 50 empties in a regular train today out of Enola to keep you happy for the time being."

At another desk, scholarly-looking Bob Drummond, assistant supervisor, is talking over the phone to Jim Kerins, supervisor of car utilization at Chicago.

"I see from the ST-4 you're loaded with empty gons," Mr. Drummond says. "We've got a call for 25 cars right away at Pittsburgh. Shoot them along on the first eastbound train you can get them on."

ST-4 is a daily report that comes off the computers at the System Data Center. The report lists empty freight cars that have been idle at freight yards for three days or more. So when a Regional car distributor phones a hurry-up appeal for cars, Mr. Bradley and his staff can immediately pinpoint the nearest yard that has surplus cars and get them rolling to where they're needed.

If the demand for cars is light, the ST-4 enables Mr. Bradley's men to check and see that foreign-owned empty cars are being moved promptly toward their home railroads.

"This is a crucial matter," Mr. Bradley emphasizes.

"We have to pay a per-diem charge for every day a foreign-owned car sits on our tracks. Over the course of a year, that can run into staggering amounts of money."

"One of the most important things we and all freight transportation men can do is to get those foreign-owned empties off our tracks."

**"And I mean today—before midnight."**

**"Midnight marks the start of a new day. If we miss that deadline, we have to pay another day's rental on each car."**

"With the difficult financial situation on our Railroad, we simply can't afford that kind of waste."

Woody Bradley and his section keep tabs each day on about 95,000 freight cars on Penn Central tracks—cars belonging to PC or other railroads. These are general-purpose

At Philadelphia Data Center, Marie Heinle gets set to print a list of freight cars and locations, for use in assigning cars.



Supervisor Robert K. Helmuth handles car orders on 3rd trick—midnight to 8 a.m.

freight cars.

Other sections of the Car Utilization Department have responsibility for special types of cars. There's one group of men for hopper cars, another for special-equipped boxcars, a third for tri-level flatcars that carry new automobiles to market, and so on.

Vital tools for all these men are the reports that come whizzing off Penn Central's computers every day in the year.

**"We couldn't be half as effective if we didn't have this hot-off-the-press information about where our freight cars are and what they're doing,"** Woody Bradley says.

In addition to computerized information, the people at Car Utilization have to do some crystal-balling, too.

"For instance," Mr. Bradley says: "If our Marketing Department tells us there'll be a bumper crop of grain, we start readying suitable boxcars in advance of the big movement."

"But if grain prices suddenly drop, we start pulling some of those cars because we figure many farmers won't be shipping, preferring to store their grain until the prices go up."

"So you see, things can change completely on short notice. It's the kind of thing no computer can tell you."

"But that's the nature of this business."

**"Our motto is: Always expect the unexpected."**

On the cover: Asst. Supervisor Ken Wiley and Secretary Linda Volpi display a small portion of the daily reports that tell the men of Freight Car Utilization where freight cars are and what they are doing.



At Columbus, Ind., C. M. Linton records cars. Accurate reporting by yard clerks like him is an essential for car control.

# MR. MILLION

... 999,998 ... 999,999 ...  
1,000,000.

Here he is.  
Mr. Million.

He's Roger P. Kniering—the one millionth passenger to ride the Metroliner.

Mr. Kniering is director of food service sales for R. J. Reynolds, Inc. He lives in Stamford, Conn., with his wife and two sons.

Penn Central people made a big fuss over him when he arrived at Penn Station, New York, to board the Metroliner.

"Congratulations," said George M. Casady, PC assistant vice president for passenger service. "You're the one millionth passenger to ride the Metroliner since the service started in January, 1969."

Mr. Casady presented him with a Metroliner medallion of sterling silver.

Louise B. Menna, a Penn Central



Louise Menna, PC secretary and Metro Miss, served as special hostess for Mr. Million.

secretary serving as a Metro Miss for the occasion, accompanied Mr. Kniering to his seat and served him a complimentary breakfast. All the other passengers joined the celebration with complimentary cups of coffee.

"I never expected anything like this," said Mr. Kniering.

"But I think it's great—especially having my own private hostess and meeting all these railroad people. It's something I won't forget."

When the train reached Washington, there was another ceremony. On hand to greet Mr. Kniering was Paul Funkhouser, PC senior vice president for passenger service. He presented Mr. Million with a commemorative plaque and an N-gauge Metroliner set.

Mr. Kniering said, "I first took the Metroliner out of curiosity, but I've been a steady rider ever since. I haven't used the shuttle plane since that first ride.

"I ride the Metroliner at least once a month—sometimes once a week for several weeks running. I almost feel like a commuter."

Mr. Kniering was marked as the one millionth passenger when he bought a ticket for a Metroclub car seat for April 20. His number came up as the passenger sales office was making its continuous count of Metroliner sales.

Metroliner traffic continues to set an encouraging pace. During the first three months of 1970, the Metroliner occupancy rate in seat-miles—that is, total seats multiplied by the total miles the trains run—averaged 69.6 percent.

During April, the rate jumped to 81.9 percent.

This compares with the airlines' average of less than 50 percent of seat-mile capacity.

Businessmen make up a substantial portion of the passengers.

A survey by the U.S. Department



Paul Funkhouser, PC senior vice president for passenger service, presents Roger P. Kniering with a plaque and an N-gauge Metroliner. Metro Miss Louise Menna helps out.

of Transportation showed Metroliner riders to be active, affluent types. One third are between 21 and 35 years of age, another third between 36 and 50. The survey also revealed that 65 percent of the passengers have family incomes above \$15,000,

and 34 percent earn more than \$25,000.

While 23 percent of the passengers who were polled said their previous New York-Washington trip was by air, 84 percent said their next trip would be by train.



Conductor Fred F. Ernest collects ticket of Mr. Kniering, the millionth Metro rider.



A part of the event was watching Engine-man Bill Carter and the speedometer.

## ... and the Duke and Duchess



Two international celebrities who have been everywhere and seen everything have now met the Metroliner.

The Duke and Duchess of Windsor rode Penn Central's speedster from New York to Washington to attend a social function.

They found that going there was half the fun.

First they enjoyed the lunch served by Attendants Thomas Porter and A. N. Weaver.

"It was our \$2.50 eat-at-your-seat lunch of breast of turkey and smoked ham on French bread, with a dessert of Bavarian cream puff," reported Joseph Bellinger, supervisor of service.

After lunch, the Duke left his seat in the Metroclub car and walked to the head end. Looking over the shoulder of Engineman R. M. Tracy, he watched the speedometer and the onward rush of the rails.

When the speedometer hit 115 mph, Engineman Tracy asked His Royal Highness: "Does England have anything like this?"

"No," the Duke replied—"there is nothing to compare with this in any part of England."

The Duke remained there for twenty minutes. Then he returned to his seat and told the Duchess what he had seen. Curious, she walked to the head

end, accompanied by Supervisor Bellinger.

But the sight of the streaking rails, plus the noise of a passing freight train, made her uneasy, and Mr. Bellinger guided her back to her seat in the Metroclub car.

After the Duke and Duchess left the train at Washington, Supervisor Bellinger said, "It was a pleasure to have them aboard."

"We're getting rather accustomed to celebrities. Riding the Metroliner has become the thing to do."

Among the well-known persons who have ridden the Metroliner are:

President and Mrs. Nixon, Douglas Fairbanks, Jr., Senator Edward M. Kennedy, Secretary of Transportation John A. Volpe, J. Edgar Hoover, Bishop Fulton J. Sheen, Red Skelton, Red Buttons, Averell Harriman, Shirley MacLaine.



Thomas Porter served the royal couple.

# The Financial Picture

**In the first three months of 1969, the Penn Central Transportation Company had a loss of . . . \$12,764,000.**  
**In the first three months of 1970, the loss was . . . \$62,709,000.**

The figures above starkly summarize the Railroad's current financial problems.

Even when the earnings of all the Railroad's subsidiaries are included—the earnings of real estate companies, trucking companies, pipeline company, and subsidiary railroads—the **consolidated results show a loss of \$17,229,000** for the first three months of 1970.

Penn Central officials point to a number of factors that contributed to the unfavorable results in the first quarter of this year.

There has been a **nationwide economic slowdown**, particularly in the heavy industries from which Penn Central obtains much of its freight business.

The **strike against General Electric** and work stoppages in the coal industry caused substantial traffic losses.

**Repeated announcements of impending nationwide railroad strikes** caused loss of business, as shippers who did not want to risk non-delivery of their freight made arrangements to ship by other means.

Parts of the Railroad suffered **the worst winter weather of this century**, with some yards and routes virtually paralyzed. This not only interfered with freight movement but also caused heavy expenses for snow removal and repair of storm damage.

The loss of revenue from all these factors during the first three months of 1970 was estimated at **\$28,000,000**.

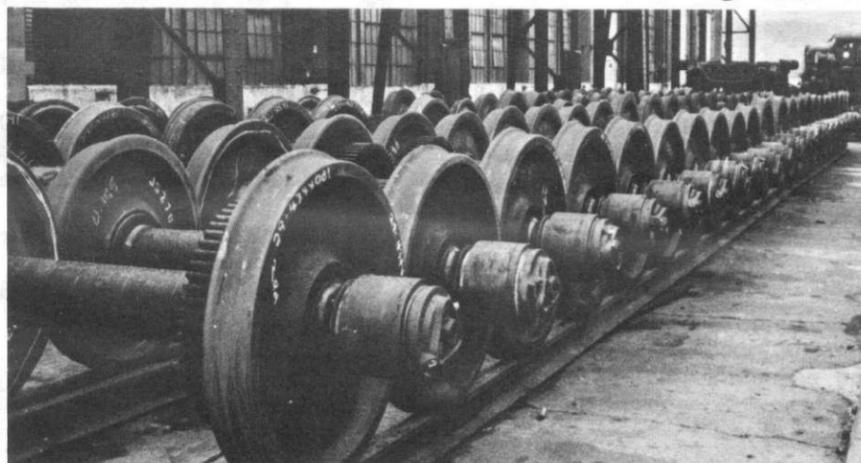
At the same time, the operating expenses of the Railroad increased by **\$48,700,000**. This included increases in payroll, in costs of supplies, in taxes, and in fixed charges such as interest for locomotives and cars which the Railroad buys on time.

The Railroad's current payroll is **more than \$80,000,000 per month**. About 59 cents of every dollar of revenue the Railroad receives goes to wages and fringe benefits. This is a higher percentage than for almost any other major American industry.

Penn Central people are involved in System-wide efforts to alleviate the troubled financial situation.

There is a **campaign to prevent waste**. Penn Central currently spends more than \$350,000,000 per year on materials and supplies. All employes in offices and shops can help reduce these costs by prudent use and careful control of materials and supplies.

There is a **campaign to reduce per-diem costs**. These are the charges the Railroad pays for each day a freight car owned by another railroad is on Penn Central tracks. Freight yard employes particularly are involved in this campaign to assure that unneeded foreign-owned freight cars are delivered to connecting railroads



Sharp rises in the cost of materials and supplies are a pressing problem.

before midnight—the time when another day's payment goes into effect.

There is also an intensified **campaign to prevent damage to freight** by careful handling of cars in yards and on the road. All transportation employes have a major role in controlling this drain of urgently-needed dollars.

There is a drive to **attract more profit-making freight business** and to give the shippers superior service to keep their business on the Railroad.

**Task forces** consisting of Sales and Operating officials have been

visiting shippers to learn about any service deficiencies and ways in which Penn Central people can serve their customers better.

Other task forces are studying the use of equipment, car distribution, traffic flow through yards, and other operating procedures. An average freight car is loaded, moving and producing revenue only about 10 percent of the time. The Railroad wants to increase the number of payloads per car, thus improving service and at the same time making each car more profitable.

A **quality control program** has been set up to achieve faster and more reliable delivery of freight. Studies are being made of the total time from the shipper's dock to the receiver's dock, in order to detect and eliminate any lapses in good service.

**The Railroad is being streamlined for better operations**. The number of operating Regions has been reduced from nine to six, and there is a program to eliminate non-essential trackage.

The financial loss on passenger service is the Railroad's greatest single problem. The loss, on a full-cost basis, has been running above \$100 million a year. In the first three months of 1969, the loss amounted to \$27,900,000; in the first three months of 1970, it soared to \$34,600,000.

**But there currently are hopeful developments**, due to increased



Superior freight service will attract new business—and keep it on the PC.

understanding of the railroads' need for assistance by local, State and Federal governments. (See pages 10 and 11.)

Penn Central will continue to participate in the railroad industry's efforts to obtain **legislation to help solve railroad problems**. Among the goals are:

Relief from unfair state and local taxation, which often weighs more heavily on transportation companies than on all other taxpayers; improvement in the slow and cumbersome processes of the government agencies that regulate railroads; government sponsorship of research and development to advance railroads and their service to the public.

Penn Central will continue in its program to derive **income from non-railroad subsidiaries**. These have been a bulwark to the Railroad.

As Chairman Stuart T. Saunders pointed out in the Annual Report for 1969:

"Income of \$137 million—derived from real estate operations, investments and tax payments from subsidiaries—was used to support our railroad operations during the past year.

"These assets have proved invaluable to us and we are confident of their continued success.

"**We have not taken a penny from our railroad to pursue diversification**. On the contrary, the railroad benefits greatly from the earnings of these enterprises.

"Penn Central is in the railroad business to stay, and we are eager to overcome the problems of making our system profitable.

"We are counting on the continued dedication of all employes. Our officers and directors deeply appreciate their loyalty and hard work."

# OPEN LINE

REPORTS FROM ALL OVER

**Tank car safety**—The railroads and manufacturers of railroad equipment have accelerated the research program to increase protection against hazards of tank car accidents.

Raw materials that involve some danger are being used increasingly for the manufacture of essential products ranging from plastics to fertilizers, pointed out Thomas M. Goodfellow, president of the Association of American Railroads, and Nils A. Lennartson, president of the Railway Progress Institute.

"Railroads, operating on private rights-of-way," they said, "are without question the safest routes for moving-hazardous materials, and modern railroad tank cars certainly are the safest land vehicles ever developed for their transportation."

"Our goal now is to find ways to retain the highest possible protective levels for tank cars under abnormal conditions, such as derailments or other accidents."

The research will be done mostly at the AAR's Research Center in Chicago. Special devices are being developed to test tank cars and their safety valves and other parts.

Dr. William J. Harris, Jr., vice president of the AAR's research and test department, will administer the program, which includes a thorough study of accidents involving tank cars.

In a further step to minimize danger, the AAR's Bureau of Explosives has issued a 183-page booklet designed to aid railroad people and local fire and police departments in handling accidents. The "Dangerous Articles Emergency Guide," a revised version of an earlier publication, contains a list of more than 900 regulated materials, and recommends procedures in case of accident or fire.



**From the Capitol**—This flag once flew over the Capitol building at Washington. Now it is being raised at the Penn Central shops in Beech Grove, Ind. It's all part of the civic improvement program. The shop entrance was selected for the flag display because it is located at the west end of Beech Grove's Main Street, with a commanding view of the city's business district.

This flag and a companion flag were provided through the cooperation of Beech Grove Mayor Elton Geshwiler, the Beech Grove Kiwanis Club, and members of Indiana's Congressional delegation. Flag-raising participants are, left to right: Robert F. McGowan, shop superintendent; Robert Wilder, deputy mayor; and Gordon L. Zeider, general superintendent of Beech Grove Shops.

**Shopcraft settlement**—An Act of Congress, signed by President Nixon, resolved the disagreement between the railroads and shopcraft unions. This action put into effect wage increases previously negotiated by the parties.

The settlement also provided for limited crossing of craft lines to permit incidental work at running repair locations not designated as outlying points. This incidental work cannot comprise a preponderant part of the total work involved in any assignment.

Previously, 3 of the 4 shop unions had agreed to this. The Sheet Metal Workers had objected and called a strike. The railroads took the position that a strike against any railroad on this issue would cause an industry-wide shutdown. Congress acted to avert a crisis.

Following the Government action, some sheet metal workers struck at Penn Central shops in Cleveland and St. Louis. A court order was issued banning the walkout at St. Louis as illegal. At Cleveland, the employees returned to work while court action was still pending.

**New freight trains**—Penn Central has established three new trains to speed freight between New York-New England and the Midwest, as part of the Railroad's continuing program of service improvements.

Train VO-5 leaves Alfred E. Perlman Yard at Selkirk, N. Y., at 10 a.m. daily, with traffic for central and southern Ohio and the Kanawha Valley of West Virginia, en route to the new Buckeye Yard at Columbus, Ohio. The comparable eastbound train, OV-8, leaves Buckeye Yard at 4 p.m. daily.

VE-1 leaves Perlman Yard at 5 p.m. for Enola Yard, with freight from New England for central and western Pennsylvania, picking up and setting off cars at Newark, N. J., saving 24 hours in transit time. Its companion train is the eastbound EV-2, previously announced.

**Safety contest**—The Canada Division led all the Penn Central divisions in safety during the first quarter of 1970.

Canada employees had not a single lost-time injury. Other high-ranking divisions were Pittsburgh, St. Louis, Allegheny, New Haven, Harrisburg, Chesapeake, Columbus, Cincinnati and Indiana.

**New Personnel Department**—Ferdinand L. Kattau has been appointed vice president-personnel, reporting to James A. McDonald, executive vice president. Mr. Kattau was vice president-management planning and development. He will retain responsibility for these activities while assuming management of the Railroad's personnel program.

The Labor Relations and Personnel Department, headed by Vice President John J. Maher, now becomes the Labor Relations Department, concentrating on this important field.

Mr. Kattau started work on the New York Central in 1925. He took college engineering and business courses at night, and advanced to secretary to the president, executive assistant in the president's office, and a series of positions of increasing responsibility, till he was made vice president-management planning and development at the time of the merger, January 1, 1968.

The new assignment is part of the realignment of top management, designed to improve management control and increase efficiency through delegating greater responsibility to key officers.

**Waterfront park**—Penn Central has completed negotiations with Providence, Rhode Island, making possible the establishment of a new waterfront park. Negotiations for 10 acres of railroad land along the Seekonk River have been stalled for years because of the bankruptcy of the New Haven Railroad.

"When Penn Central included the New Haven, we announced a policy of giving top priority to cooperation with officials on all levels of government," said William H. Tucker, PC vice president—New England. "We are extremely pleased that this policy has resulted in an agreement with the City of Providence, and we will expedite all necessary steps so that the long-delayed construction of the park can begin."

**PC is criticized**—The New Jersey Public Utilities Commission has issued a report criticizing the Railroad for the confusion following the emergency halting of a train in the railroad tunnel under the Hudson River in May, 1969. A short-circuit had caused an electrical fire. Many passengers got off the train to walk about a half mile to the tunnel exit. When another train was sent in to push the stalled train, an off-duty Penn Central conductor was struck and killed.

The New Jersey Commission ordered the Railroad to make safety improvements, including provisions for emergency lighting and communication in the tunnel, and training for crewmen who operate trains through the tunnel.

**Employees' tax problems**—Congress is considering a proposed law that would exempt the wages of certain employees of railroads and other carriers from having state and local taxes taken out of their pay checks. The Association of American Railroads has testified in favor of this move.

Many railroad employees do not work in the same territory every day, and this produces a confusion as to which part of their wages is subjected to withholding, and to which taxing authority the taxes should be paid, an AAR spokesman pointed out. The proposed law would not relieve employees of their liability to pay taxes, the spokesman stated, but would reduce the complications involved in the withholding process.

## Two scenes at Grand Central



**Conductor John J. Doyle**, arriving at Grand Central Terminal, N.Y., found this reception committee:

R. K. Pattison, general superintendent-transportation, of PC's Metropolitan Region; J. F. Spreng, superintendent, New Haven Division; and George J. Cahill, general chairman, United Transportation Union.

The surprised conductor was presented with a citation and a U.S. savings bond, and was told it was for "the exemplary manner in which you have carried out your assignment as a passenger conductor."

The citation concluded: "We honor your attention to duty and your ability to carry out your assignment in a diplomatic way with passengers in the face of failures of old equipment and the understandable reactions of our passengers to delays."



**Conductor Louis Steiner**, leaving his commuter train after arrival at Grand Central Terminal, New York, noticed a large brown envelope.

He took it along to deliver to Lost and Found.

What happened next is related by Conductor Steiner:

"A well-dressed man about 60 hurried along the platform and said he had left the envelope on the train. I asked if he could identify the contents. He said it contained 200 \$50 bills.

"That really shook me. But sure enough, he was right.

"He peeled off three \$50 bills for me, thanked me and departed.

"Things like this don't happen to me every day."

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# The Specialists of Jackson, Mich.

You've seen track crews at work. They have the vital job of assuring safe rails for safe movement of trains.

But they couldn't carry out this huge assignment without modern big-muscled machines.

Now meet the men who keep these machines in condition.

They work in Penn Central shops at Jackson, Michigan, and Canton, Ohio.

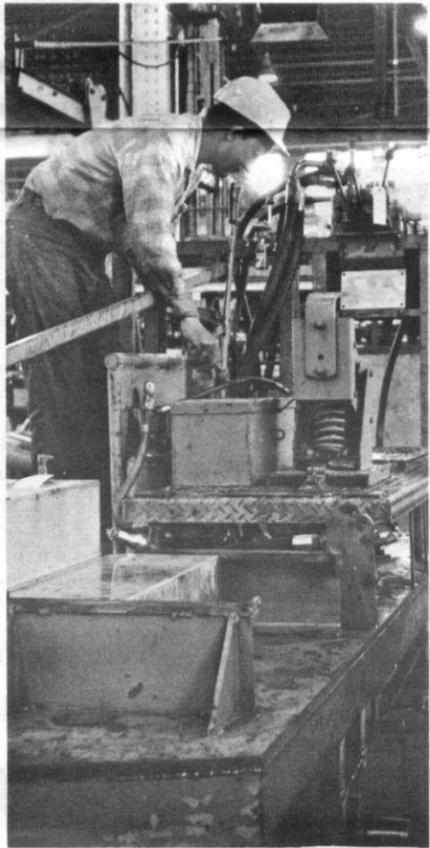
They're specialists.

Servicing and fixing Maintenance-of-Way machinery is all they do.

They're proud to be specialists. But not to proud to make "house calls."

Like John Sauber, for instance.

"Suppose a track machine breaks down because of a failure of a single part, and we figure it's easier to fix it at the scene than haul the machine all the way to the shop," he says.



Machinist Dayton S. Maltice replaces the hydraulic hoses on tie-handling machine.



Machinist Stanley Gron checks horsepower of rebuilt engine on dynamometer.

"I get a replacement part out of our store room, hop in my truck, and drive to the location, even if it's hundreds of miles away. A local mechanic helps me take the worn part out and put the replacement in.

**"The machine can go right back to work.**

"This saves machine down-time and delay to the gang. And I bring the worn part back to the shop, where we repair it, if possible, and store it for future use."

Repairman Sauber works in the repair shop at Jackson, in the heart of Michigan's industrial country. Jackson is also headquarters for the Michigan Division.

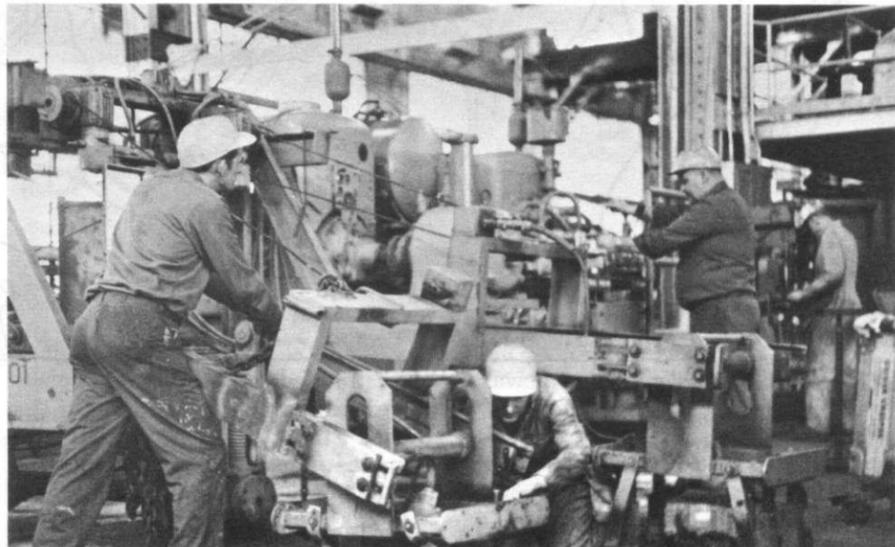
The big brick shop building is packed with the latest repairing and testing devices.

"And the shop was laid out so that all items would be handy to the men who use them," points out John J. Connors, shop superintendent.

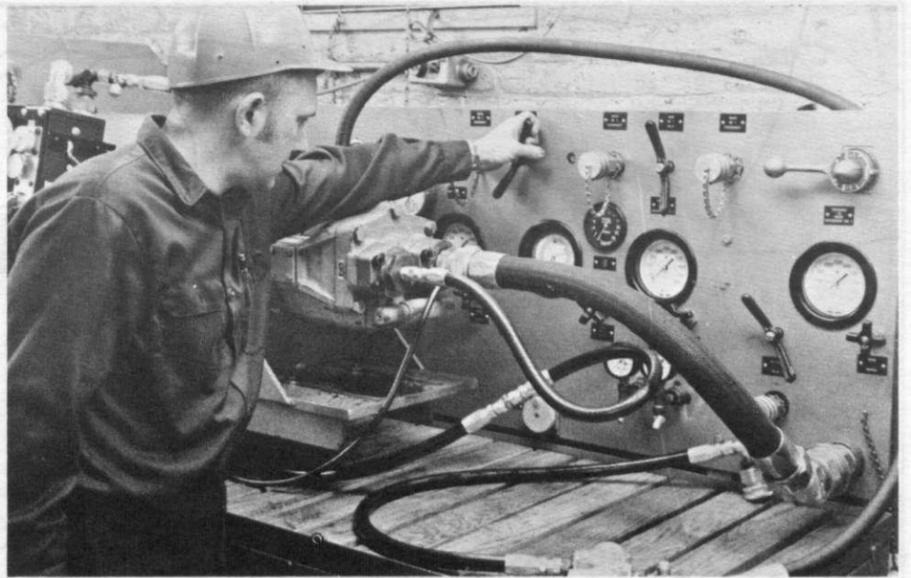
**"This gives us economy of time and motion, and a maximum of safety for our men."**

The shop contains 12 spot-repair locations. Each specializes in servicing a particular type of trackwork machine or unit.

At one location, for example, a brawny machine called a ballast regulator is being worked on by



Machinists David Adams and Homer Thomas adjust ballast compactor, while Machinist-Leader Harold Kill checks the controls. This machine was developed in Jackson Shop.



Karl Happel, hydraulic technician, tests the variable volume pump for tie-removal unit.

brawny Fred M. Allmon.

The machine, which looks something like a snow plow, is used to sweep ballast into the spaces between the ties and even it out.

"All the regulators are repaired on this track," Fred Allmon says.

**"We don't have to run around for tools and parts. Everything is right here, where we need it."**

At another spot, you see big Lee H. Hunter and young Robert L. Miles, Jr., working on a tamping machine. This is a whopper of a machine—16 tons. Riding on the back of this giant, a PC man can lift up a section of track, raise it to the proper grade, and place it in perfect alignment. Modulated infra-red light beams give the signals that tell the operator when the track is precisely lined up.

**"It takes skill to run a machine like this—and a lot of care and know-how to keep it in repair,"** says Machinist Hunter.

"That's where we come in."

Inside the big shop are two smaller shops. One fixes hydraulic parts; the other, electrical parts.

Thus, while the men in the main shop repair a big trackwork machine, individual units can be taken out, sent to the two specialized shops for prompt repair, and then returned to be put back into the big machine.

"It's a smooth operation," says Ray L. Inman, an electrical repairman, who's adorned with fashionable sideburns.

In the hydraulic shop, soft-spoken Karl H. Happel points out that hydraulic pumps and motors are key elements in almost all Maintenance-of-Way machines.

"The man who drives one of these machines over the rails operates knobs and levers, but the hydraulic pumps and motors provide the muscle," he says.

**"So these units have to be perfect**



Ralph Garrett, machinist-welder, grinds a unit that cuts a tie where plate is put.

**when they leave this shop."**

The final step before returning an M-of-W machine to service is to give it a new paint job—bright yellow.

"That's the safety color—it insures good visibility and ready recognition on the rails," explains Max E. Kerns, superintendent of maintenance equipment.

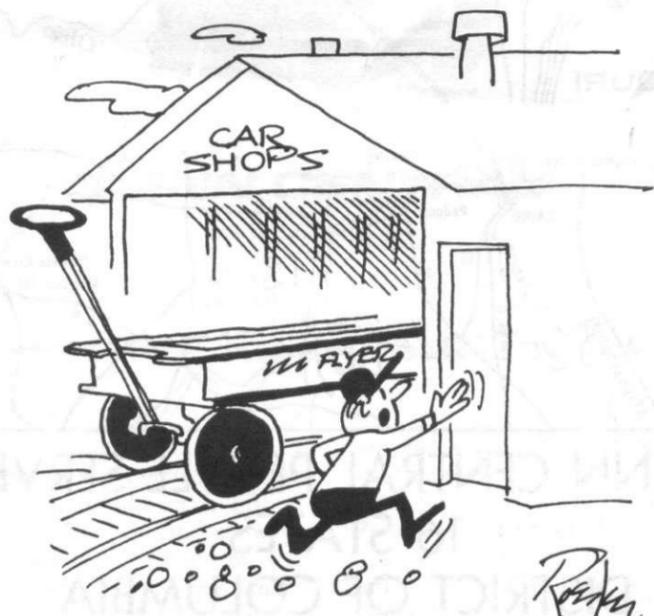
Mr. Kerns, a heavy-set, cigar-chomping man, started on the New York Central as a machinist in 1931.

Below is the sign he has installed in the Jackson and Canton shops:

**YOU ARE A MEMBER OF A TEAM THAT DOES THE BEST JOB OF REPAIRING RAILROAD TRACK WORK MACHINES IN THE WORLD**

"That's not bragging," Mr. Kerns says blandly. "It's plain fact.

"I'm sure of it, and so are the men in these shops."



**"Hold it, hold it! What plans are you guys following?"**



**PENN CENTRAL PEOPLE SERVE  
16 STATES  
DISTRICT OF COLUMBIA  
2 PROVINCES OF CANADA**

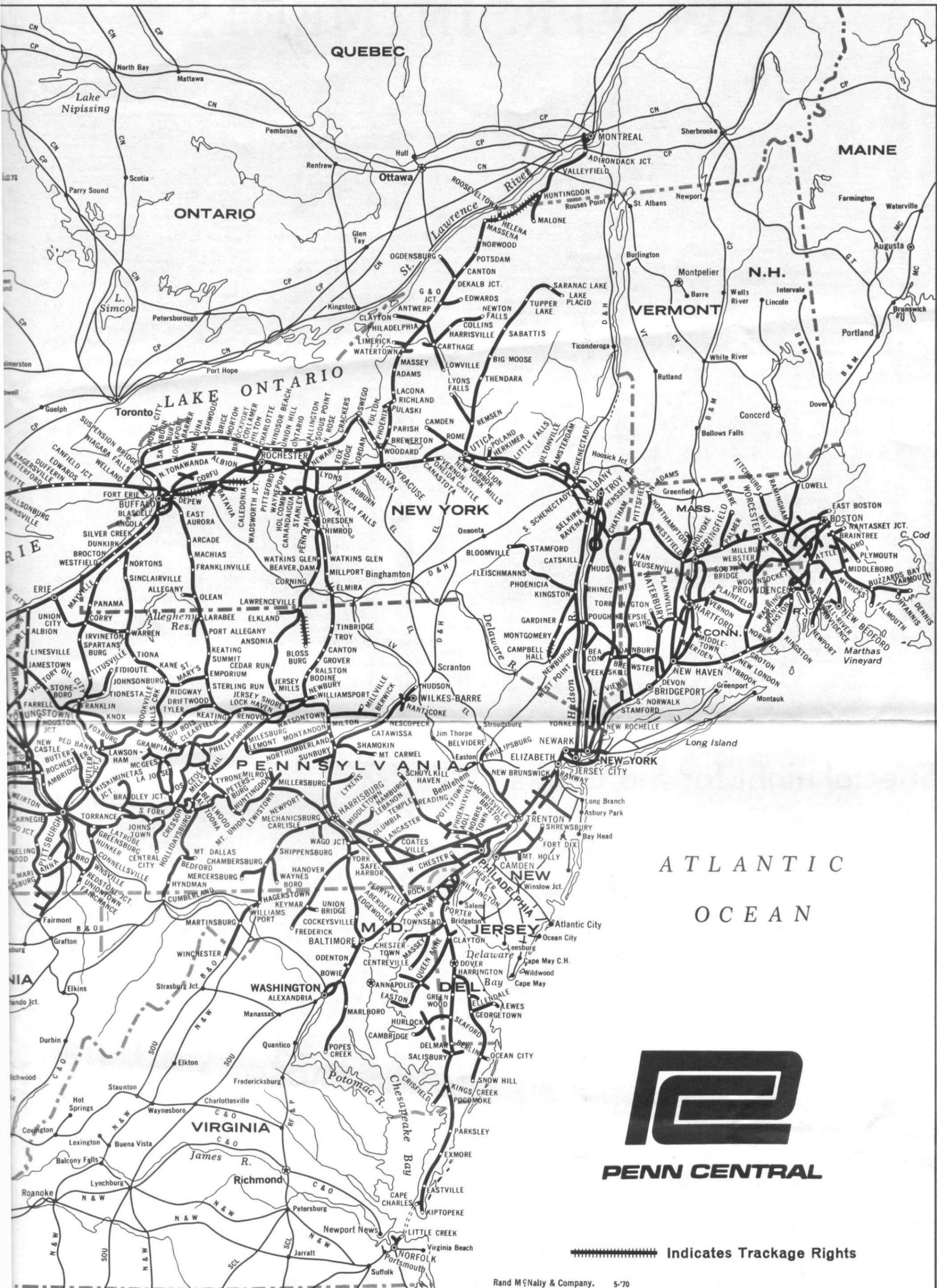
The latest Penn Central map was designed by Rand McNally, noted mapmakers, for use in the Official Guide of the Railways.

The lines and names on the map tell an impressive story of the functions and responsibilities of Penn Central railroaders.

The 16 states they serve contain

an estimated 103 million people—more than half the population of the United States. The two provinces of Canada—Quebec and Ontario—add another 13 million.

PC people have the vital job of moving the food, raw materials and manufactures on which thousands of communities depend.



————— Indicates Trackage Rights

Rand McNally & Company. 5-70

PC territory includes:  
 12 of the 20 largest metropolitan areas in the country.  
 55 percent of the nation's manufacturing plants.  
 60 percent of the nation's manufacturing employees.  
 It is difficult to name an American product that does not either origi-

nate or end up in Penn Central territory.  
 To serve this huge segment of the East and Midwest, Penn Central people operate a daily average of more than 3000 trains.  
 Their equipment is PC's fleet of 175,000 freight cars, 3800 passenger train cars, and 4200 diesel and elec-

tric locomotive units.  
 Penn Central's 94,000 employees share a payroll of almost a billion dollars a year. This is a vital element in the prosperity of many of the communities shown on this map. And the Railroad adds to the prosperity by the taxes it pays and by its extensive purchases of materials and

supplies—more than \$350 millions' worth a year.  
 In off-duty hours, thousands of Penn Central people have important roles in the civic, political, cultural and religious life of communities shown here.  
 So in more ways than one, this is Penn Central country...

# NEW APPOINTMENTS

## SYSTEM OFFICES

### Accounting Department

Berner, F. L. Manager—Reports Analysis  
 Carroll, R. J. Jr. Roadway Accountant  
 Dillon, W. F. Broadway Accountant  
 Dunkelberger, R. K.  
 Dunkelberger, R. L.

Traveling Auditor—Jr., N. Y.  
 Gallagher, W. E.  
 Special Agt.—Pass. Acctg. (Procedures)  
 Haas, G. J.

Supervisor—Pay Check Distribution  
 Magee, J. F. Wage and Pay Rate Manager  
 McCullian, T. E.  
 Asst. Supervisor Rev. Acctg. Admin.  
 Mooney, J. V. Accounting Specialist  
 Rhodes, L., Jr.

Sr. Analyst—Freight Billing (Procedures)  
 Rubolino, J. R.  
 Manager—Management Reporting  
 Schembs, R. F. Traveling Auditor—Semi-Senior  
 Sheehan, J. F.

Manager—Consolidation Reports  
 Tardiff, P. J.  
 Assoc. Analyst—Freight Billing (Operations)  
 Tarpey, J. P.

Manager—Freight Billing (Operations)  
 Wilcox, J. H.  
 Assoc. Analyst, Freight Billing (Procedures)

### Engineering Department

Alexander, H. Engineer—C&S Maintenance  
 Avery, T. L. Sr. Circuit Engineer—C&S  
 Bodnar, A. M. Capital Expenditure Engineer  
 Brady, R. A.

Asst. Capital Expenditure Engineer  
 Bustard, C. J. Sr. Circuit Engineer—C&S  
 Covell, R. H. Engineer—C&S Design  
 DiSimone, M. J. Secretary  
 Early, J. A. Engineer—C&S Construction  
 Fulks, B. M. Sr. Circuit Engineer—C&S  
 Gorsuch, R. E.

Manager—Material & Welding Plants  
 Hammond, W. T.  
 Director—High Speed Ground Transp.

Herrick, C. C. Engineer—Standards  
 Joscelyn, E. J. Systems Engineer—C&S  
 Kane, J. J. Asst. Circuit Designer—C&S  
 Kuczborski, J. S. Asst. Circuit Designer—C&S  
 Mascucci, D. A.

Cost Analyst (Canton M/W Shop)  
 Milhiem, J. G. Engineer—Rail Testing  
 Nash, J. L. Asst. Circuit Engineer—C&S  
 Stuart, J. R. Sr. Systems Engineer—C&S

### Financial Department

Shoe, R. A.  
 Special Agent—Equipment Financing

### Purchases and Materials Department

Altieri, L. B. Chief Material Inspector

Hoover, J. R. Asst. Resident Inspector—Altoona  
 Kotroba, F. J. Forester

### Systems Development Department

Goggin, F. J. Advisory Procedures Analyst  
 Gruici, E. A. Asst. Systems Analyst  
 Irvin, T. L. Field Auditor  
 Joyce, T. Systems Development Trainee  
 Kelly, M. M. Assoc. Procedures Analyst  
 Marks, W. B.

Assoc. Computer Analyst, Altoona  
 Patel, C. I. Systems Analyst  
 Renshaw, F. R. Asst. Computer Analyst  
 Saams, G. O. Sr. Field Auditor  
 Sutcliffe, C. A. Assoc. Computer Analyst

### WESTERN REGION

Addison, W. R. Sr. Civil Engineer  
 Basso, J. V. Administrative Assistant  
 Baty, R. J. Asst. Supt.—Labor Relations &  
 Personnel, Toledo

Beswick, C. B. Asst. Supervisor—  
 Special Agreement, Cleveland  
 Blair, R. T. Supervisor—Train Movement  
 Boring, W. C.

Regional Power Control Supervisor  
 Braatz, K. E. Budget Analyst  
 Cala, A. H. Examiner, Cleveland  
 Carlson, R. E. Methods Engineer  
 Conroy, M. E. Budget Analyst  
 Cox, J. C. Regional Transportation Analyst  
 Cravens, A. B.

Superintendent—Transportation  
 Galida, D. M. Industrial Engineer  
 Gardner, J. K.

Supervisor—Special Car Distribution  
 Gladzeszewski, E. W.  
 Asst. Supervisor—General Accounting  
 Hill, J. L. Supervisor—Contract Administration  
 Hoerath, P. F.

Asst. Reg. Mechanical  
 Superintendent, Cleveland  
 Kerins, J. A. Reg. Supervisor—Car Utilization  
 Kernan, D. K. Supervisor—Train Movement  
 Kisucky, A. J. Asst. Supervisor—General  
 Car Distribution

Lukas, V. V. Administrative Assistant  
 McGee, F. E. Estimating Engineer (D&C)  
 McNamar, F. M. General Inspector—C&S  
 Manley, R. S. Asst. Supervisor—Personnel  
 Accounting, Cleveland

Field Engineer—C&S  
 Mathews, R. W. Instrumentman, Cleveland  
 Milheim, J. G. Regional Supervisor—  
 Train Operation  
 Murphy, J. F.

O'Donnell, D. J. Transportation Inspector  
 O'Shea, J. J.  
 Regional Mechanical Supervisor—Car  
 Robertson, A. M.

Cost & Material Engineer—C&S  
 Robinson, L. K. Supervisor—Train Movement

Ryan, C. D. Examiner, Fort Wayne  
 Sepic, L. F. Field Engineer, Cleveland  
 Shepler, H. A. Supervisor—Passenger  
 Transportation, Cleveland  
 Snavey, A. F. Chief Draftsman (D&C)  
 Tedrow, D. W. Supervisor—Train Movement  
 Turner, J. R. Sr. Industrial Engineer  
 Vermilyea, H. A. Supervisor—Train Movement  
 Wadley, H. Supervisor—Train Movement  
 Wisthuff, R. A. Regional Industrial Engineer

### Chicago Division

Beers, J. W. R. Asst. Supervisor—Track, Elkhart  
 Bradford, R. J. Terminal Trainmaster, Elkhart  
 Ham, F. J.  
 Asst. Terminal Superintendent, Elkhart  
 Schmatz, M. J.

Supervisor—Operating Procedures, Elkhart  
 Steding, H. F. Division Road Foreman

### Cleveland Division

Anderson, H. J. Shop Engineer, Collinwood  
 Diesel Terminal  
 Crowl, S. A. Asst. Road Foreman  
 Graf, J. R. Supervisor—Flexi-Flo  
 Terminal, Collinwood

General Foreman—Track  
 Hlavaty, J. R.  
 Knapik, J. J.

Asst. Supervisor—Train Operation  
 Paskay, D. F.  
 Mechanical Inspector, Collinwood  
 Solar, D. F. Supervisor—Damage Prevention

### Fort Wayne Division

Daugherty, J. A. Trainmaster, Ft. Wayne  
 Daugherty, J. A. Trainmaster  
 Kovaleski, J. K. Co-op Student Engineer  
 Wolfe, E. P. Asst. Trainmaster, Marion

### Toledo Division

Dunseath, W. K. Terminal Superintendent  
 Erwin, S. D. Trainmaster, Woodville  
 Gilsdorf, E. L. Office Supervisor  
 McQuestion, R. A.

Asst. Supervisor—Crew Assignments  
 Moreland, J. M. Trainmaster, Airline Junction  
 Olson, F. E. Draftsman  
 Rouser, P. L. Asst. Trainmaster, Gibsonburg  
 Yorko, J. M. Asst. Trainmaster, Fairlane

### NORTHEASTERN REGION

Fitzgibbon, J. E. Regional Power Control Supervisor  
 Fritsch, T. J., Jr.  
 Personnel Management Trainee  
 McCann, H. J. Shop Superintendent (Selkirk)

### Buffalo Division

Barth, G. P. General Foreman—Car  
 Gifford, E. D. General Foreman—Car

McFeaters, R. P. Division Superintendent  
 Moran, T. R. Supervisor—Yard Procedures

### SOUTHERN REGION

Barton, E. Regional Supervisor—Train Operations  
 Chambers, F. L. Asst. Supervisor—  
 Train Movement (Power)

Kaelbli, R. A. Asst. Regional Supervisor—  
 Train Operations  
 Marquis, P. R. Transportation Inspector  
 Morphet, R. L.

Asst. Supervisor—Train Movement (Power)

### Indiana Division

Brownell, R. O. Trainmaster, Anderson  
 Carrico, R. D. Asst. Trainmaster, Hawthorne  
 Gooding, E. J. Trainmaster  
 Joslin, H. E. Trainmaster, Hawthorne Yard  
 McQueen, J. L.

Trainmaster, Big 4 Yard  
 Richmond, S.

Terminal Trainmaster, Big 4 Yard  
 Stamper, D. D. Terminal Trainmaster, Big 4 Yard  
 Sturm, S. A. Trainmaster, Petersburg

### EASTERN REGION

Bradney, C. F. General Foreman—Locomotive, Enola  
 Griffin, K. L. Construction Inspector  
 Hennessey, D. K. Civil Engineer  
 Jones, R. L. Instrumentman, Baltimore  
 Josenhans, C. M. Construction Inspector  
 Mason, L. R.

Asst. Agreement Engineer, Baltimore  
 Mitchell, M. C. Training Asst.—Labor  
 Relations & Personnel

Rodan, D. R. Special Accountant—New York, Long Branch  
 Ryan, J. L. Superintendent—Stations  
 Snelo, C. M. Sr. Civil Engineer

### Philadelphia Division

Chermanski, W. C. Supervisor—Track, Earnest  
 Devon, T. J. Supervisor—Damage Prevention  
 Martin, T. M. Salvage Supervisor  
 Regn, J. L.

Asst. General Foreman—Car, Paoli  
 Chesapeake Division  
 Gula, S. J. Asst. Trainmaster (night)  
 Lawyer, J. M.

Supervisor—Damage Prevention  
 Harrisburg Division  
 Cunningham, J. J. Supervisor—Track, Enola  
 Kelley, D. C. Supervisor—Track, York  
 Murray, R. Material and Equip. Engineer

### New Jersey Division

Swetz, G. R. Salvage Supervisor

## Special night for the Clerks

Here are the new officers of Lodge 154, Brotherhood of Railway, Airline and Steamship Clerks, getting inducted into office.

The photo is printed here to illustrate a scene that is periodically enacted all over the Railroad.

Employees run for office in their unions. They serve on union committees. They meet to discuss union-management relations. They arrange social events.

These things take up many hours of their free time.

Their reward? A sense of service to their fellow employes.

In the photo below, Edmund L. Hickman, fourth from left, is greeting the new president of Lodge 154, Charles T. Auletta, a freight clerk at Morrisville, Pa.

Mr. Hickman, a freight handler at Trenton, N. J., is now on leave from the Railroad to serve as assistant general chairman of the Brotherhood's System Board at Pittsburgh, Pa. He previously served three terms as lodge president.

The other officers in the photo are, left to right: Angelo J. Zanpini, Joseph C. Romeo, James DiSalvi, William O'Gorman, Edward Cooper, Gerald McFarland. Mr. Romeo is the new chairman of the board of trustees, replacing Benjamin C. Lumia, ticket clerk, recently retired.

This gathering wasn't all business. There was a dinner. There was dancing. And there was good talk and fellowship among many of the Lodge's 210 active and retired employes.

The photos were taken for



"Sure, honey, it's a union meeting, but there'll be dancing, too." Clerk Elwood James promised his wife. And it was true.

the union by Thomas J. Small, who, in addition to being a freight clerk at Morrisville, Pa., is a professional photographer.

Chief Clerk Don Unolo pauses to deliver a funny story to Lou Perna and Vern Stoy.



## Sunset Boulevard

All the way from Sunset Boulevard, Los Angeles, comes a letter of praise for Fred Hatfield, baggage checkman at Philadelphia.

Martin Bergman, vice president of Metromedia Television, had ridden the Metroliner on a visit in the East, and had left his raincoat on the train. Mr. Hatfield arranged to forward it to California.

"It is this kind of courtesy which I am sure will contribute to your further success in running an excellent train, the Metroliner," Mr. Bergman wrote. "Even though I do live on the West Coast, you can rest assured that whenever I do have an opportunity, I will travel your way again."

## Only a hat

It wasn't just that Howard Stalker took care of the hat left on the Metroliner, and returned it to the passenger. It was the pleasant way he did it.

So wrote Peter R. Vroon, board chairman of National Analysts, Inc., about Mr. Stalker, baggage checkman and lost and found clerk at PC Station—30th St., Philadelphia.

"Mr. Stalker was most polite and helpful, and we commend him highly for his good service," the passenger wrote.



# Why more than 30,000 PC people belong to MSA

Find it hard to save money?

You've got company.

Many people resolve to put something aside regularly, but somehow never get around to it.

That's why more than 30,000 Penn Central railroaders belong to MSA.

**MSA arranges to do the job for you by payroll deductions.**

You decide how much you want to save each pay period. That amount is automatically taken out of your paycheck and put in your account.

That's it. Nothing else to do.

MSA is the abbreviated name of Penn Central Employees Mutual Savings Association. This is the new name of Pennsylvania Railroad Employees Mutual Provident and Loan Association (PLA), which was founded 47 years ago.

Now all Penn Central railroaders, including those formerly with the Central and the New Haven, are eligible.

It's easy to join. Just fill out and mail the application below.

**No deposit is necessary.** Simply state how much you want deducted from your paycheck and put into savings. You can have deductions **once a month or twice a month.**

The interest rate has just been raised from 4½ to 5 percent. This is calculated every month, and is added to your account every three months. Thus your interest draws interest, making an actual return of 5.10 per-

cent annually.

**Withdrawals are simple.** You mail a withdrawal slip, and the amount you ask for is mailed to you within 24 hours after your request is received.

**No minimum balance is required.**

MSA is a self-supporting, independent organization, regulated by the Department of Banking, Commonwealth of Pennsylvania. MSA is run by a Board of Managers, part elected by all MSA members, part appointed by the PC Board of Directors.

The employe managers now in office are:

Jordan M. Hersh, block operator at Wilmington, Del. (He's also vice president of MSA.)

Delbert J. Beward, supervisor of crew assignments, Philadelphia, Pa.

Donald O. Green, associate computer analyst, Buffalo, N. Y.

Raymond L. Tanner, rules examiner, Pittsburgh, Pa.

Jerome Jendersak, sheet metal worker, Chicago, Ill.

Dominic Tiberi, chief clerk to master mechanic, Columbus, O.

Paul E. Neff, sheet metal worker, Altoona, Pa.

For additional information or application forms, contact the nearest PC Personnel office, or write to Mutual Savings Association, Room 207, 15 N. 32nd Street, Phila., Pa. 19104.

Typical savers are shown below.



Diane Dickson signs up new MSA members: T. J. Devon, supervisor of damage prevention; C. F. McNally, Treasury clerk.

Interest now is

**5%**

Calculated every month and added to your account every three months



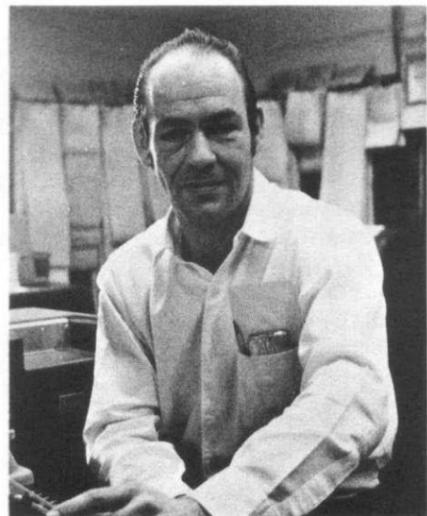
Joseph A. McCreight, engineman: "I enjoy being able to save by convenient payroll deductions. And I enjoy the interest, too. I've been saving by this method since 1943."



George Faust, Jr., freight brakeman: "My Dad always told me to save money, to have something to fall back on. So I joined this savings plan. I'm especially glad I did because wedding bells will be ringing for me this month."



Martha R. Sheetz, trainmaster's clerk: "The money I've saved has been helpful for vacations and medical bills. I used these savings for an enjoyable Florida vacation this spring."



Arthur Miller, Flexowriter clerk: "The money I put into this savings account comes in mighty handy at vacation time. My wife, my four children and I go camping together, and it's nice to have this cash ready and waiting."



Viola G. Oliphant, Car Accounting clerk: "Saving is easier with payroll deductions. Since I don't see the money, I don't miss it. But it's there in my account when I need it. And I'll use it this summer for a vacation in Barbados."



David J. Phillips, freight agent: "When it came time for my son to go to college, I had money in this savings plan for his tuition."



Frank B. McGettigan, manager of personnel, Financial Department: "I signed up for savings soon after I started with the railroad as a clerk. I've always been happy I did. Whenever I need money for taxes, insurance, vacations, it's there."

FULL NAME (type or print-last, first, middle initial)		EMPLOYEE NO.		APPLICATION FOR SAVINGS ACCOUNT MFA 203 R-3	
Employe desiring to start a savings account in the Association must fill in all information and forward to: Secretary, Employees Mutual Savings Association, Room 207, 15 N. 32nd St., Philadelphia, Pa. 19104.					
DATE OF BIRTH	SOCIAL SECURITY NO.	OCCUPATION	REGION OR SYSTEM OFFICE	DEPARTMENT	
MAILING ADDRESS (WHERE MUTUAL SAVINGS ASSOCIATION MAIL IS TO BE SENT)					
PAYROLL DEDUCTIONS	DEDUCT 1ST HALF \$	DEDUCT 2ND HALF \$	EFFECTIVE	MONTH	
			<input type="checkbox"/> 1ST HALF <input type="checkbox"/> 2ND HALF		
BENEFICIARY (Print full name and relationship)	IN EVENT OF MY DEATH, UNLESS I SHALL OTHERWISE DESIGNATE IN WRITING ON PRESCRIBED FORM OR IN A SUBSEQUENT APPLICATION, ALL CREDITS PAYABLE FROM MY SAVINGS ACCOUNT IN THIS ASSOCIATION SHALL BE PAYABLE TO THE FOLLOWING PERSON(S), OR IF NOT LIVING, TO MY LEGAL REPRESENTATIVES.				
Signature and date are required.	IN THE EVENT THIS APPLICATION IS APPROVED, I AGREE TO BE BOUND BY THE RULES AND REGULATIONS OF THE ASSOCIATION, AND BY ANY AMENDMENTS THERETO WHICH MAY FROM TIME TO TIME BE ADOPTED. I AUTHORIZE DEDUCTIONS FROM MY EARNINGS AS INDICATED ABOVE.				
	SIGNATURE			DATE	

FENN CENTRAL EMPLOYEES MUTUAL SAVINGS ASSOCIATION



# Passenger service - what's happening

## 1. Plan to preserve service

The United States Senate has voted approval of a plan for a new national corporation to operate rail passenger service between cities.

The proposal, called the Railpax Bill, has gone to the House of Representatives for consideration.

**Railroad people who favor this new plan for preserving passenger service can help by writing to their Congressmen.**

Here are the main features of the plan:

A National Rail Passenger Corporation would be set up. It would have a 15-member board of directors. Eight would be appointed by the President; three would be chosen by the railroads; and four would come from outside the railroad industry.

The Corporation would operate rail passenger service between cities which the U. S. Secretary of Transportation specifies as part of a Basic Rail Passenger System.

The Corporation would contract with railroads for the operation of trains within the Basic System, beginning March 1, 1971.

In order to become part of this plan, each railroad must buy common stock in the corporation, in an amount proportional to how much money the railroad lost on passenger service in 1969. The stock must be paid for in cash, in passenger equipment, or in providing service to the corporation. It is estimated that the railroads will have to put in about \$240 million.

Each railroad in the Corporation would be permitted to discontinue trains not included in the Basic System.

The Corporation would be required to operate all the trains in the Basic System until January 1, 1975. After that date, the Corporation could ask the Interstate Commerce Commission for permission to discontinue any Basic System train not required by public convenience and necessity.

If state or local governments object to removal of such a train, the Corporation would continue running it if the state or local government pays a fair share of the losses.

The Federal Government would

contribute \$40 million to get the Corporation started, and would guarantee \$60 million of the obligations of the Corporation.

The Secretary of Transportation would guarantee up to \$75 million in loans to enable financially weak railroads to invest in the corporation.

The Corporation would not involve itself with commuter service—only service between cities.

The Corporation and the railroads would be required to provide fair and equitable arrangements for employees adversely affected by removal of any trains. The Corporation would be forbidden to contract out any work normally done by railroad employees, if this would result in layoffs.

### Now's the time to write



If you approve of the new plan, now is the time to make your views count.

Write to your Congressman at Washington, telling him your attitude on the proposed National Rail Passenger Corporation ("Railpax Corporation").

Early action by the U. S. House of Representatives would assure that the new plan goes into effect next March.

Congressmen are keenly interested in what their constituents think.

Your letter, if mailed now, can be highly influential.

as follows:

To upgrade and improve essential passenger services through increased public assistance, but to phase out trains which the public no longer needs or patronizes.

Following the hearings in Washington, the Interstate Commerce Commission started a series of one-

day hearings in each of 36 cities along the routes of the East-West trains. Public officials, passengers and union representatives spoke in opposition to the train removal.

The hearings continued through May, and are scheduled to run all through June, mostly in cities in Ohio, Indiana, Michigan and Illinois.

## 3. New commuter setup



Frank S. (Pat) King, general manager of the new Philadelphia Commuter Area, talks about the new program with Trainman Richard R. Schickling and Conductor Verdon W. Scott.

The Railroad has set up a new department called the Philadelphia Commuter Area.

It will be essentially an independent, self-sufficient railroad organization with more than 1000 employees, devoted to the operation and management of six commuter lines.

It will not handle freight.

"The area organization will single-mindedly devote its time and energies to providing adequate and satisfactory passenger service, and will be judged by that sole criterion," said Paul Funkhouser, senior vice president for passenger service.

He announced that Frank S. King will be general manager of the new department. Mr. King was general manager of the Northeastern Region, and formerly was superintendent of the Philadelphia Division. A native of Pewaukee, Wis., Mr. King was graduated from the University of Wisconsin with a degree in civil engineering, and joined the engineering corps of the Pennsylvania Railroad in 1942.

The new organization will man the trains and stations, will service and maintain commuter cars, will clean passenger stations and will handle accounting for commutation revenues and expenses. It will be separate from other Penn Central operations.

Mr. Funkhouser emphasized that the new setup will not be a cure-all for commuter problems.

"We cannot guarantee that we will not have sporadic breakdowns or other problems, in view of the age of our equipment and facilities," he stated.

He said the railroad cannot provide the capital for essential improvements in commuter equipment and plant, and cannot indefinitely continue to provide commuter ser-

vice at a loss.

The Railroad receives contract payments from the Southeastern Pennsylvania Transportation Authority, but even with these payments the Railroad lost, on a full-cost basis, \$34.6 million on Philadelphia area commuter service during the past eight years.

"At present our patrons, however justified some of their complaints may be, enjoy bargain prices with fares that do not begin to cover even the most obvious out-of-pocket costs of the service," Mr. Funkhouser declared.

Last year, from all its operations, Penn Central Transportation Company lost more than \$56 million, he said—and this was despite \$137 million derived from real estate and other non-railroad activities.

Public funds will be needed if commuter service is to be basically improved, he emphasized. Funds are needed for new cars, a new maintenance and repair shop, and improvements in crossings, stations, and parking facilities. Costs for improvement projects have been estimated at more than \$100 million.

"Obviously, such a capital program is beyond the financial capabilities of Penn Central," Mr. Funkhouser emphasized.

However, Penn Central has committed itself to contribute \$4.4 million toward the \$42 million cost of new commuter cars. The rest of the funds will be supplied by the Southeastern Pennsylvania Transportation Authority, the City of Philadelphia, four surrounding counties, and the Federal Government.

When the new cars arrive, Penn Central will have a total of 193 stainless steel, air-conditioned cars on the six commuter lines of the Philadelphia area.

## 2. PC train hearings continue

While Congress was considering a new plan to preserve passenger service, the Interstate Commerce Commission continued with hearings on PC's train discontinuance notice.

The Railroad, reporting severe losses, had announced its intention of removing 34 long-distance East-West passenger trains, effective April 15.

The I.C.C. postponed this action till August 15, and a court order extended the date till October 1.

Meanwhile, hearings opened in Washington on April 27. Three examiners for the I.C.C. heard Penn Central representatives testify on the declining patronage and the mounting losses on the long-distance trains.

Between 1966 and 1969, the 34 trains had a 40 percent decrease in passengers. Fourteen of the trains showed a decrease of more than 50 percent.

During the same four-year period,

traffic on most passenger trains also decreased substantially. Mail revenues on PC trains, excluding the New Haven Railroad, dropped approximately 46 percent between 1966 and 1969. A large portion of the decrease is attributed to the 1967 decision of the Post Office Department to remove Railway Post Office cars from most passenger trains of the nation's railroads.

REA Express Company's cancellation of its transportation contract resulted in most express traffic being diverted from passenger trains. From 1966 through 1969, express revenue on PC passenger trains decreased about 98 percent.

The 34 trains proposed for discontinuance are only a small portion of the Railroad's passenger service. Penn Central operates 1280 daily passenger trains, including 535 trains between cities. This is 73 percent of all the nation's regularly scheduled intercity passenger trains.

Penn Central's policy was stated

## 4. Action in New England

State transportation officials of Connecticut, Massachusetts and Rhode Island have formed the Southern New England Railroad Conference.

The purpose is to develop a program for obtaining Federal funds to help provide better passenger service in the three-state area.

The conference has approved a

Continued on Page 11

\$1 million program to improve long-haul passenger service in the Southern New England area which until last year was operated by the New Haven Railroad.

Present at the announcement were: George J. Conkling, commissioner, and Samuel Kanell, deputy commissioner, Connecticut Department of Transportation; Frank Fazano, director, Department of Business Regulations, and George S. McLaughlin, deputy administrator, Rhode Island Division of Public Utilities; and William H. Tucker, PC vice president-New England. William I. Cowin, chairman, Massachusetts Department of Public Utilities, has represented the Commonwealth in the meetings. Also attending was Richard Wright, director, New England Regional Commission.

The Conference will submit a report to the governors of the three

states upon completion of a six-month study by three separate task forces working in cooperation with the New England Regional Commission and Geo-Transport, a private transportation foundation.

One task force would review current proposals for rail aid now before the U.S. Congress and all present Federal funding programs which might finance regional rail service compacts.

A second task force would work with the Penn Central to prepare statistical and accounting data reflecting present and future costs and service requirements.

A third group would be concerned with equipment needs and the methods by which additional modern equipment could be obtained and financed, possibly by use of the compact concept.

In addition, the Conference is to

review current and proposed programs for Turboservice, the high speed lightweight train project now operating between Boston and New York. The report would include proposals to develop the full potential of the fast trains.

"For more than a decade, the region's rail passenger problems have been met with temporary expedients evolved in atmospheres of crises," the state transportation officers said. "We are determined to develop a permanent program which, combining the talents and resources of the Federal and state governments and the Penn Central, will assure a modernized passenger service that will meet the transportation needs of the people of this region."

The passenger service improvement program will provide for reimbursement to the railroad for specific items such as renovation and

cleaning of passenger cars, overhaul of locomotives and upgrading of roadbed to improve service and comfort for rail passengers in the region, pending development of the permanent plan for Federal funding. The program takes into account restructuring of the service.

Connecticut will put \$450,000 into the program; Massachusetts, \$225,000; and it was recommended that Rhode Island put up \$225,000 at this time and \$100,000 later.

"Our payments to the Railroad will not be merely operating subsidies for its passengers," the state officials said. "Our money will be spent to improve equipment and riding comfort of Southern New England trains we deem essential."

"The Railroad has promised and we expect to see positive results from the expenditure of this \$1,000,000 on passenger service."

## The Engineman and the Governor



Frank H. Harris has served 33 years in engine service on Chesapeake Division.

Frank H. Harris is a wheeler-dealer.

Ask anyone in the Maryland Legislature.

He learned to wheel as a Penn Central engineman, operating crack trains like the Congressional between Washington and New York. He has 33 years' service on the Chesapeake Division, where he started as a track laborer.

He learned to deal as a fledgling politician. He now has 36 years in this calling.

Mr. Harris recently reached a high point in his political career. He was appointed legislative liaison officer to Maryland Governor Marvin Mandel. He has been granted a leave of absence by the Railroad to serve in this post.

"To me, being a politician is like being a locomotive engineer," Mr. Harris said between puffs on his ever-present cigarette. "You can see things moving around you all the time."

"I've been in politics since I was 14 years old. I carried flyers on the street, campaigning for FDR. Since then, I've met and campaigned for all the Democratic nominees for President."

Mr. Harris says he found "a good combination in life—"I love working on the Railroad and I love politics."

"People fascinate me and I've met plenty of them on both jobs."

"My political job deals strictly with people. I keep the legislators, the public, and any other interested



Mr. Harris reviews some important legislative matters with Governor Marvin Mandel.

parties informed of what's going on in the Governor's office.

"And I keep the Governor informed of what's going on outside."

Mr. Harris is a heavy-set man who talks in rapid-fire fashion. He takes intense pride in his Democratic Party affiliation. One day, for example, a pretty secretary in the State House asked, "When are you going to visit our office, Frank?" He shot back, "Can't. You don't vote right."

Mr. Harris got into big-time politics in 1954, when he was elected to the Maryland State Legislature. That was where he got to know Marvin Mandel, a fellow legislator.

Mr. Mandel was chosen by the Legislature to become Governor

when Governor Spiro Agnew left that office to become Vice President of the United States.

Mr. Harris gets a lot of help politically from his family.

His son Jonathan, a PC fireman on the Wilmington extra list, is one of his strongest supporters. His wife Helene is another. She's active in the Democratic Party in their home town of Perryville, Md.

"I may not always have this job, but I'm sure I'll always be in politics one way or another," he stated.

"If I leave here I hope to run a Metroliner between Washington and New York."

"That's really wheeling—120 miles an hour."

## Citizen of the Year

Why is Irwin Gale receiving an award?

Well, listen.

He spends his working hours as an operator-clerk in the chief dispatcher's office, Cleveland Union Terminal. But he seemingly spends all the other hours of the day in public service.

For the past 11 years, he's been chairman of the Eastlake, O., Little League, and publisher of the Diamond News.

"The Diamond News comes out every Tuesday and is distributed to all the boys on Eastlake's 34 Little League baseball teams," Mr. Gale explains. "It

contains the scores of each game, the team averages and standings, and feature stories on outstanding teams.

"The local merchants who sponsor the teams receive copies of the News so they can see how well their teams are doing. By the end of the season, Eastlake's merchants are eager to sign up as supporters for next year's teams."

So much for baseball. There's also basketball.

Mr. Gale coaches a team of boys, 8 to 10, in the Eastlake Junior Olympic Basketball League. His youngest son, Ken, is a member.

"We were undefeated last year," Mr. Gale says proudly.

That's still not the whole story. Mr. Gale has served as a cub scout leader. And recently the PTA of the George Washington elementary school installed him as program chairman.

Because of all he has done for Eastlake in the 13 years he has resided there, Mr. Gale was honored with the 1969 "Citizen of the Year" award by the Eastlake Chamber of Commerce.

Mayor Robert Brown, who presented the award (at left in photo), declared:

"The kids in Eastlake are a lot better off because Irwin Gale is here and successfully bridging the generation gap."





## My Favorite Man Is . . .

. . . the Man from C.O.M.C.H.  
You know the man I mean.  
His initials stand for  
Count On Me for Careful  
Handling. He's my ideal.

Because when freight is  
entrusted to his care, he  
makes sure to give it the  
safest possible move in  
the yard or over the road.  
He's proud of his skill  
and care with freight cars.  
Naturally I'm proud of him.

Who is this Man from  
C.O.M.C.H.? I hope it's you.

Let's make shippers aware  
that PC people care.

This month's Miss Careful Handling  
is Patricia Ann Nolan of the Office of  
Freight Accounting at Philadelphia.