

PENN CENTRAL



POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

JULY 1969



SMART GIRL
See Page Four



Stockholders' annual meeting, the 122nd in PRR-NYC history, hears the report of Chairman Stuart T. Saunders (right).

THE MERGER

15 months after



Lists of the stockholders' names are gone over by Penn Central secretaries: Nancy Smith, Barbara O'Connell, Barbara Reid.

The PRR and the New York Central merged on February 1, 1968.

Fifteen months later, on May 13, 1969, the annual meeting of the stockholders heard how things are going.

"We are well ahead of schedule in our unification program," said Chairman Stuart T. Saunders.

During the merger hearings, he recalled, it was estimated that the complete process of unifying the two railroad systems would take 8 years.

"But on the basis of progress in the first year," Mr. Saunders said, "we believe that we can do it in five years or less."

There have been heavy "start-up costs" for dovetailing the facilities and people of the two railroads, but at the same time, merger savings are already being realized, he said.

"We have accumulated experience in operating as a merged system, taking advantage of new traffic patterns and new procedures," Mr. Saunders told the more than 700 stockholders who had gathered in Philadelphia's Civic Center.

"Schedules have been expedited, a number of new trains have been inaugurated, and we have sent task forces to deal with our operating problems.

"This unrelenting effort to rebuild our freight service is winning back business we lost temporarily during the start-up of our merger, and is attracting new business."

Mr. Saunders said there will be an intensive effort to reduce the financial losses on passenger service. As reported to the Interstate Commerce Commission, Penn Central lost more



Corridor display of the many aspects of PC operations holds interest of Stockholders J. H. Seligman and Mrs. Fanny Linchin.

than \$100,000,000 on passenger service in 1968, he said, and the loss would have been \$40,000,000 higher "if we had not taken effective steps to reduce it."

He said that Howard C. Kohout, recently appointed to the new post of vice president-passenger service, "will be responsible not only for restructuring and supervising our service, but also for on-time performance and better condition of passenger equipment."

Mr. Saunders declared that commuter and intermediate-distance service in urbanized areas have become, for the most part, a public service that cannot be operated on a profitable basis.

"Like other public services," he said, "they are entitled to public assistance if they are to be maintained and upgraded.

"We cannot carry this burden alone.

"We are working closely with local, state and Federal authorities to raise the level of their support.

"The railroad industry is advocating legislation to provide Federal as-

PENN CENTRAL RAILROAD FACTS

Chairman Stuart T. Saunders gave the stockholders the following quick picture of the PC railroad system:

22,000 miles of line, or 1/10th of America's railroad lines.

Located in 16 states, District of Columbia, and 2 provinces of Canada.

Territory includes 50 percent of America's population, and 8 of the 10 largest cities.

Nearly 3000 freight and passenger trains daily.

One-third of all of America's rail passenger service.

12 percent of the Nation's freight car fleet.

17 percent of the Nation's locomotives.

stance for underwriting passenger losses and purchasing new equipment to provide service for which there is some public need but which cannot pay for itself.

"This type of assistance is good economy, in comparison to the billions the government spends annually for highways, airways and waterways. Relatively few tax dollars would be required to give the public the better service it seeks for mass transportation."

Mr. Saunders said that the Metroliner and Turboservice projects "are highly significant to the future of intercity railroad passenger operations, and we are proud to be participating in them.

"Penn Central is unquestionably the leader in the railroad industry in a positive effort to develop a new, more attractive, more convenient passenger service."

Mr. Saunders discussed the railroad industry's low earnings, which are far below the earning rate of most other industries. To improve the picture, he said, the railroads must spend large sums to modernize plant and equipment—far more money than their present earnings provide.

To get that needed money is one of the fundamental reasons why railroads are diversifying into other types of business, he said.

Last year, the Penn Central Company—apart from its subsidiaries—operated at a loss of \$2,733,000.

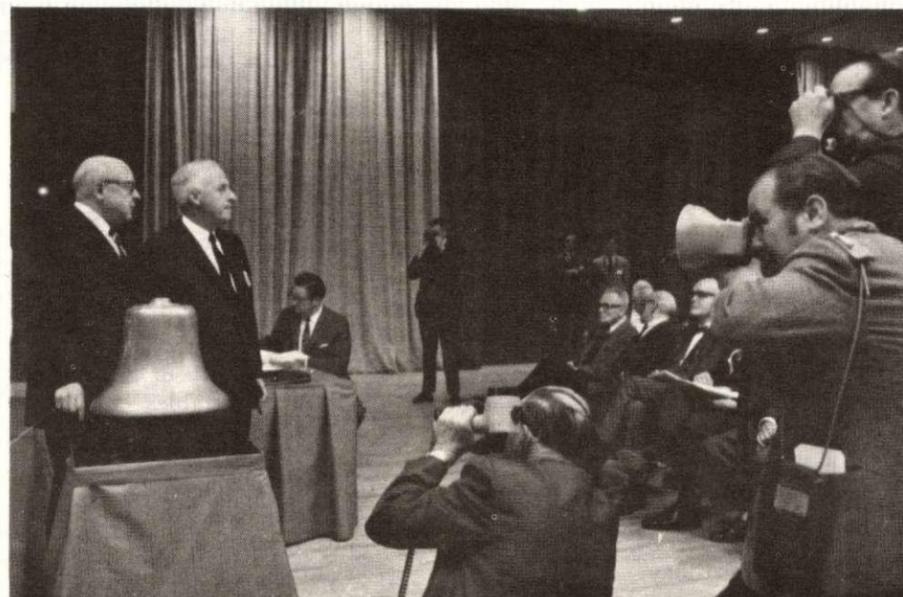
"We seek sound expansion that will give our company greater stability, broaden our base of earnings and increase our participation in the country's economic growth," Mr. Saunders stated.

Penn Central's major non-railroad subsidiaries are the Buckeye Pipe Line Company and three real estate companies—the Arvida, Great Southwest and Macco corporations.

Continued on Page Two



Gay Jenkins, secretary in PC's Coal & Ore Department, hands out annual reports as the stockholders arrive for the meeting.



News photographers record the scene as Chairman Stuart T. Saunders and President Alfred E. Perlman get ready to sound the locomotive bell, the traditional meeting opener.

Continued from Page One

"These four companies are contributing to our financial strength and stability and help us to acquire equipment and facilities for improving the earning power of our railroad," Mr. Saunders said.

The stockholders voted approval of a plan to establish a new holding company, which, Mr. Saunders said, "will give us greater flexibility to pursue both our diversification and our transportation operations."

Under this plan, the holding company would be known as the Penn Central Company. The railroad system would become the Penn Central Transportation Company, and would be a wholly-owned subsidiary of the new parent company.

Each share of present Penn Central stock would become one share of the holding company's common stock, and there would be no need to turn in present stock certificates for new ones.

The plan has been submitted to the Interstate Commerce Commission for approval.

Here are other highlights of the annual meeting:

Metroliners: Up to May 1, the Metroliner trains have carried 135,625 passengers, with a utilization of about 80 percent of available seat miles, Mr. Saunders reported. The Metroliners are not taking passengers away from other trains—in fact, the trains running immediately before and after the Metroliners are actually showing gains.

Ticketing: To speed ticket sales for the Metroliner, and eventually other passenger trains, computerized ticketing machines are being installed. They will cut the time for issuing a ticket to 30 seconds or less. Fourteen new telephone lines have been added and more reservation and ticket clerks have been assigned at New York, Philadelphia and Washington.

Bicentennial: Studies are being made to determine the feasibility of using some of the area at 30th Street Station and North Philadelphia Sta-



David C. Bevan, Chairman of PC's Finance Committee, discusses new forms of financing to help pay for railroad improvements.

tion for the 1976 Exposition celebrating the 200th anniversary of American independence.

New Equipment: President Alfred E. Perlman reported that during 1968, Penn Central acquired 237 new heavy-duty locomotives, overhauled more than 100 road-switchers and yard engines, added 4600 new freight cars, and rehabilitated nearly 3300 additional cars. The ratio of cars awaiting repairs was reduced from 9.2 percent to 5.9 percent.

Freight Progress: "Since the merger, 23 terminals and 24 freight stations have been consolidated," President Perlman said. "Road operations have been combined at 29 points. By selecting the best available routes, we are saving from 12 to 48 hours on many of our important competitive freight schedules."

New Industries: The Industrial Development Department helped establish nearly 600 new or expanded plants along Penn Central's railroad lines last year, including new or added facilities for Ford in Michigan, Chrysler in Pennsylvania, and General Motors in Ohio.

Television: A closed-circuit television network is being installed in 13 major PC terminals to furnish instant answers to queries about location of freight shipments.

Coal: An extension of the Captina Branch in eastern Ohio will serve four new mines that are expected to produce up to 10,000,000 tons of coal per year, Mr. Perlman said. New coal-burning power plants now being built will mean an additional



A combination slide and movie film told the story of the many-sided Penn Central.

20,000,000 tons of new coal traffic annually by 1975.

New Terminals: The hauling of new automobiles on special flatcars increased 13 percent last year, Mr. Perlman said, and new terminals for this traffic are being built at Goodman, Ohio and Newark, N.J., while those at Sharonville, Ohio, and Little Ferry, N.J., are being expanded. Three new facilities will be built for Flexi-Flo service, which carries chemicals, food products, cement and other bulk commodities economically in a special type of freight car.

TrailVan: "Last year, our international traffic in transferable containers rose 37 percent," Mr. Perlman said, "and domestic TrailVan service increased 9 percent. We now handle some 20 percent of the trailer

and container traffic among U.S. railroads."

Specialization: Recently designed 60-foot boxcars are now carrying large quantities of household appliances. Penn Central has built 270 of these high-capacity cars, each capable of holding more than twice as many appliances as the standard 40-footers, "giving us a capability of carrying more than 1,000,000 appliances per year," Mr. Perlman said.

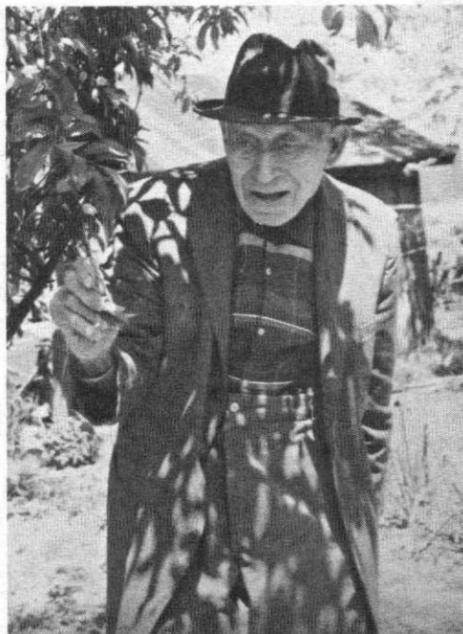
"In this new era of marketing of freight services, Penn Central is offering both specialized trains and specialized cars. In continuing development of such innovations, Penn Central will become constantly more competitive with other railroads and other forms of transportation in the growing transportation market."



A stockholder's light-hearted comment gets a light-hearted response from chairman.



Stockholders had opportunity to ask questions or comment about company's operations.



He's happy ... and 100

Back in 1937, Joseph A. Fee was told by his doctor to stop working on the Railroad.

He was 68 years old, and had undergone major surgery. It was time to retire, the doctor said.

Mr. Fee, a car repairman at Uniontown, Pa., took the doctor's advice and went on pension.

Today, 32 years later, he's still enjoying pension checks.

On March 24, he reached his 100th birthday.

Helping him celebrate were numerous members of the Fee clan, who include 7 sons and

daughters, 19 grandchildren, and 8 great-grandchildren.

Three of his children own houses close to his house, which he has occupied for 55 years, so he has lots of company and help when he wants it.

"I have plenty of ground to plant my vegetables on," says this centenarian. "I don't do the digging any more, but I can still throw in the seeds."

Mr. Fee came to the United States from Salerno, Italy, in 1889, after a hitch in the Italian army. He worked in coal mines, married Rosa Beedlow in 1896, and joined the Railroad in 1901.

His wife died in 1960.

"I started on the Railroad as a laborer, then moved up to engine cleaner, oiler, and car repairman," he says.

"And I liked all my jobs.

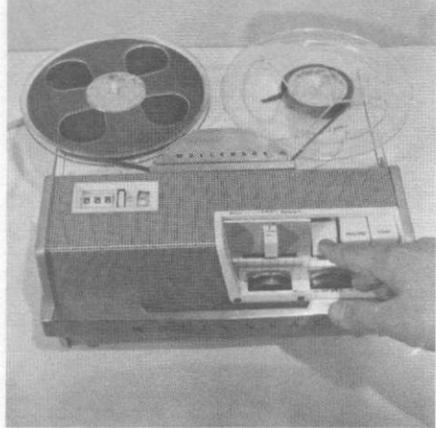
"I've been well ever since retirement. I've got plenty of steam left."

Members of his family think that gardening and doing a lot of walking have helped maintain his health. But they are leery about his walking on Uniontown's busy highways.

So are the police. They've suggested that he stop crossing the streets by himself.

Mr. Fee objects to this infringement on his rights.

"I still pay my taxes," he declares.



ON TAPE

Information clerks hear how they sound to the customers

Mineola, Texas, is a small spot on the map, but it was home to this customer.

He was visiting in New York, and now he had to get back home for an emergency, and he wanted train information—fast.

The customer's phone call came to Michele Williams at Penn Station, New York. After identifying herself, she checked through timetables and manuals, then got back on the phone.

She told the customer the trip would include riding on two railroads; there would be sleeping car service to St. Louis; and the fare, with roomette, would be \$120.85.

The customer then made a reservation, and Michele Williams said, "Thank you," and hung up.

But it was all make-believe.

It was a scene in a training class for information and reservation clerks at Penn Station. The customer was played by a Penn Central instructor, Barton Sockett. Michele Williams was a newly hired clerk getting practice.

"Now, let's see how all this sounded," said Mr. Sockett.

He turned on the recorder that had taped the entire conversation

and Michele Williams could now hear how she sounded to others.

"I think I talked too fast," she said when the tape ended.

"Yes, you did, but you sounded pleasant," said a fellow student.

"I had a little trouble grasping the names of the cities," said another student—"you didn't say them too clearly."

"You were courteous to the customer, but you neglected to do one thing—to say, 'Thank you for waiting,' when you came back with the information," added Instructor Sockett.

This kind of frank criticism and analysis is helping to prepare new clerks for the job of handling information and reservations with speed, accuracy and courtesy.

"You people are the public's first and perhaps most important contact with Penn Central," Mr. Sockett tells the student clerks.

"If the contact is good, you've made a friend for the Railroad. If it isn't good—well, you know what that means. The customer is likely to say, 'Heck, I'll take my business somewhere else.'"

Courses for new clerks are being conducted at New York and Washington and are planned for other cities. The stress is on courtesy and the correct, efficient use of timetables, fare guides, and the Official Guide of the Railways.

A separate course has been set up for veteran clerks.

"This is a refresher course," explains Arnold Packard, another instructor. "We don't try to teach these veteran employees the mechanics of fares and routings—they could teach us a few things. What we stress is telephone manners, voice quality, and choice of words.

"Every one of us can fall into an undesirable habit. We can sound grumpy even though we don't mean to. You can say a simple word like Yes in a way that sounds friendly or a way that sounds curt.

"Playbacks on the tape-recorder are helping our clerks to judge themselves and correct anything that



Veteran clerks are also taking the course. Here Instructor Arnold Packard asks Donald McCaskie for rate information. Their conversation is recorded on tape, then played back.



Instructors Arnold Packard and Barton Sockett give newly hired clerks at Penn Station, New York, practice in working out rates and routings for long-distance trips.

needs correcting."

Part of the training involves taking the clerks on tours of sleeping cars and Metroliner trains, to give them a first-hand view of the accommodations they'll be selling.

"We frankly recognize that we need to improve our information and reservation services," said George M. Casady, assistant vice president of passenger sales and terminal services.

"The Metroliner service between New York and Washington and the Empire passenger service in New York State brought a huge increase in the number of phone calls from customers.

"They overloaded our facilities. And we weren't able to do as good a job as we wanted.

"So Penn Central did three things: We hired additional clerks. We set up this training program for new clerks and for our veteran clerks. And we placed orders for the installation of a new kind of computerized equipment to speed reservation service. This equipment will begin operating soon.

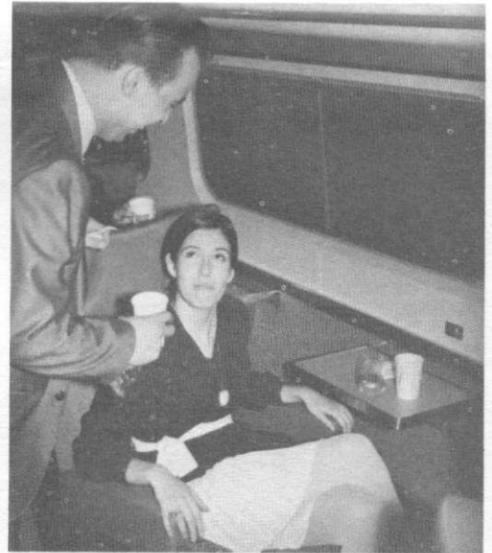
"These steps will all help a lot. But more important than any of these is the personal ingredient.

"I mean recognizing the customer as a person like yourself. A person

with a problem. A person who needs information, needs advice, needs a friendly voice, even at times needs sympathy.

"By recognizing this, our information and reservation clerks can do a fine job of winning friends for our Railroad.

"These clerks are key people. The rest of us are counting on them."



Newly hired clerks, Urbino Cannella and Linda Deutsch, try out Metroliner seats and refreshments. They toured trains to get information on what they'll sell to public.

Sculptor in peach stones

The best part of a peach is the stone.

Take the word of Clarence Sturtevant.



This 94-year-old retired car repairman carves peach stones to create jewelry, lamps, name plates and miniature toys.

He sells his ingenious artwork from a shop attached to his home in Swainton, near Toledo, O.

Nearby live his two sons and three daughters, who supply him with stones from their peach trees. His nine grandchildren and three great-grandchildren help out by consuming as many peaches as possible.

When peaches are in short supply, Mr. Sturtevant works on corn cobs, mulberry roots, butternuts and cherry pits.

One of his sons is Emmett

Sturtevant, a crane operator in Penn Central's Airline Junction Mechanical Department.

Clarence Sturtevant joined the New York Central in 1915.

"I signed on at the Transfer House in Toledo," he says. "I became a carman and a ground man on a wreck train. I retired in 1937, when the Railroad Retirement pensions went into effect."

On his days off, he used to play slide trombone in a band at county fairs.

"It was fun," he says, "except when we had to march where cows, sheep and pigs had just been exhibited."

He also used to run an 80-acre farm.

Now he has condensed his activities to a miniature world in which he drills holes in

cherry pits to make necklaces, or patiently assembles 125 peach stones to form a doll's rocking chair.

"I have to throw away a lot of stones until I get a chair that really rocks," he says.

"I like to make it perfect. I have to live with myself."



Ornaments Mr. Sturtevant has made of peach stones and other materials.

Now's the time to get in on the Bond Savings Plan

The young lady smiling at you on the front cover is June Poneleit, a Penn Central secretary.

She's smiling because:

She likes her job.

She likes being a cover girl.

She likes the secure feeling she gets from regular purchase of U.S. Bonds.

"I buy a bond a month in the Payroll Savings Plan," she says. "It's my investment in the future."

"By the time I'm ready to get married, I'm going to have a comfortable sum saved up."

Miss Poneleit is one of thousands of Penn Central employees who regularly buy U.S. Savings Bonds with payments taken out of their paychecks.

Employees who haven't yet taken advantage of this program will find it easy to get in on it next month.

A pre-printed card for each employee who isn't now buying bonds through payroll deductions will be distributed with the paycheck. If the employee wishes to enroll in the Payroll Saving Plan, all he does is fill out the card, state how much he wants deducted from his pay, sign the card and give it to his supervisor.

For those who might mislay the pre-printed form, and for employees already in the Plan who want to change the amount they are saving, the form at the bottom of this page may be used.

"You can sign up for as little as \$1 per pay period," says Charles E. Ingersoll, chairman of Penn Central's

bond campaign.

"I might mention that the nationwide average payroll deduction for bonds is \$25 a month."

Mr. Ingersoll calls attention to the attractive features of the E Bonds, the kind you can buy through payroll deductions:

No State or local income tax has to be paid on the interest; and Federal income tax on the interest can be postponed till the bonds are cashed in.

Bonds will be replaced if lost, stolen or destroyed.

Interest is 4 1/4 percent, compounded semi-annually, on bonds held to maturity—7 years.

Bonds keep earning interest even after the 7-year maturity date—for a total of 17 years—if you keep them.

Bonds may be cashed in for full purchase price plus interest any time after two months from the date they were bought.

E bonds can be converted into H bonds, which give you an interest check every six months—an ideal arrangement for retirement.

"You can see why U.S. Bonds are the most widely bought of all securities," Mr. Ingersoll says.

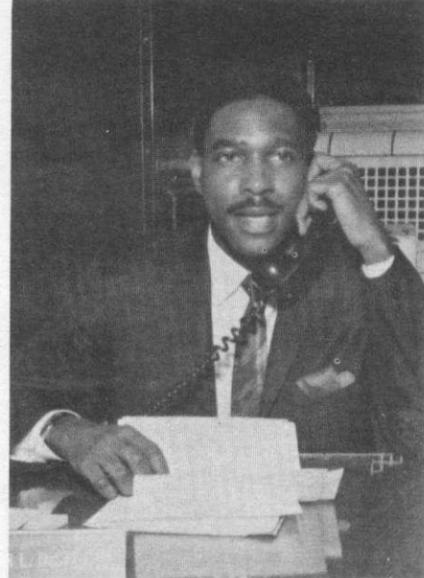
"More than 10,000,000 Americans now buy them through the Payroll Savings Plan, and millions more buy them directly. Today the cash value of bonds held by the American public is more than \$52 billion."

Below, typical Penn Central employees tell why they buy U.S. Bonds through the Payroll Savings Plan.

for bonds during the 1966 campaign. "They come in handy in emergencies," he says. "Once, when I was sick, I was happy to have bonds to cash in."



Block Operator Joseph J. Zeck began buying bonds five years ago. "I stopped once, but I soon started again," he says. "It's a good way to save for anything that comes up. Bonds are the only savings I have."



Assistant Trainmaster Walter De Sheers formerly put his money in stocks but now he buys U.S. Bonds "because they're safer," he says. "I have two children. The money I save is money to protect their future."



Claim Investigator John H. C. McAleer bought his first bond when he was 13. "At that time, you bought 25-cent savings stamps and when you filled a book, you got a bond," he explains. "I'm still for bonds all the way. They help you and help your country."



Engineman John P. Looby says buying bonds helps his country and helps himself. "I started buying them 15 years ago at a bond rally," he says. "With two children at home, this method of regular savings means a lot to my whole family."



Secretary Susan M. Stankiewicz has been buying bonds for two years. "A good investment," she says. "And Uncle Sam can use the money to support our guys in Vietnam. Whether you believe in the war or not, they're still our guys."

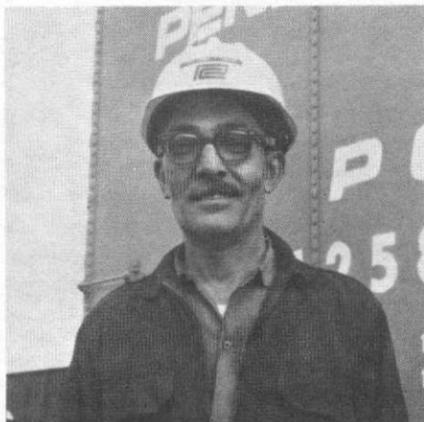


Key Punch Operator Miriam Diem has been buying U.S. Bonds for four years. "It's almost impossible for me to save money any other way," she says. "If the money is taken out of my pay, I find I don't miss it too much. Then I'm surprised at how much I've accumulated."

ings and for vacations. Bonds come in handy for a trip to Florida."



Communications and Signal Maintainer John Pasquale first signed up



Car Repairman Michael N. Mascia started buying bonds 23 years ago. "I'm now signed up for two bonds a month," he says. "I use them for sav-

PAYROLL DEDUCTIONS - U.S. SAVINGS BONDS				Prepare two copies of this form. Send both to: MGR. EMPLOYE BENEFITS, 15 N. 32ND ST., PHILADELPHIA 4, PA.	
MPA 700		SERIES E			
SECTION 1 COMPLETE ALL INFORMATION IN THIS SECTION (please print)		NAME (last, first, middle initial)		SOCIAL SECURITY NO.	
REGION	DEPT.	LOCATION	OCCUPATION	EMPLOYEE NO.	
SECTION 2 COMPLETE IF AUTHORIZATION FOR PAYROLL DEDUCTION		Each time the required amount has accumulated to employee's credit, a bond will be purchased and delivered to employee. It is understood that no interest is to be paid by the Company on any deductions credited to employee's account.			
DEDUCTION 1ST PERIOD	DEDUCTION 2ND PERIOD	BOND MATURITY VALUE	EFFECTIVE	MONTH EFFECTIVE	
\$	\$	\$	<input type="checkbox"/> 1ST PERIOD <input type="checkbox"/> 2ND PERIOD		
or to		REGISTER BONDS IN THE NAME OF AND MAIL TO			
CHANGE NAME OR ADDRESS ON BOND		NAME (first, middle initial, last)			
		MISS MRS. MR. ADDRESS (number & street, city & state)			
<input type="checkbox"/> CO-OWNER		NAME (first, middle initial, last)			
OR		MISS MRS. MR. ADDRESS (number & street, city & state)			
<input type="checkbox"/> BENEFICIARY					
SECTION 3 COMPLETE IF CHANGE OF DEDUCTION		CHANGE FROM		CHANGE TO	
DEDUCTION 1ST PERIOD	DEDUCTION 2ND PERIOD	DEDUCTION 1ST PERIOD	DEDUCTION 2ND PERIOD		
\$	\$	\$	\$		
EFFECTIVE		MONTH EFFECTIVE			
<input type="checkbox"/> 1ST PERIOD <input type="checkbox"/> 2ND PERIOD					
SECTION 4 SIGNATURE & DATE REQUIRED		THE ABOVE HAS BEEN AUTHORIZED AND IS TO REMAIN IN EFFECT UNTIL DEDUCTIONS ARE CANCELLED BY ME IN WRITING.		(SIGNATURE)	
				DATE	

Turboservice speeds up

A 16-minute cut in running time and an improved schedule went into effect June 9 for the experimental Turboservice trains between Boston and New York.

"The changes are part of a planned improvement program for better and faster rail service between the two cities," said an announcement made jointly by John A. Volpe, U. S. Secretary of Transportation, and Stuart T. Saunders, Penn Central's chairman.

Under the new schedule, the time for the 230-mile run has been cut from 3 hours 55 minutes to 3 hours 39 minutes.

The southbound train is scheduled to leave Back Bay Station in Boston at 7 A.M. and reach New York's Grand Central Terminal at 10:39 A.M. The northbound train is scheduled to leave New York at 3:55 P.M. and arrive in Boston at 7:34 P.M.

Secretary Volpe and Chairman Saunders stated:

"We anticipate that further

reductions in running times can be made as the problems of unprotected highway grade crossings on the main line and track upgrading are resolved."

Turboservice is a Government-sponsored demonstration project, conducted by the Department of Transportation's Office of High-Speed Ground Transportation in cooperation with Penn Central.

The project is designed to test the need for improved rail service in the region between Boston and New York. The new train was developed by United Aircraft Corporation. The results of the demonstration are expected to be useful in determining the need for railroad passenger service in the Nation.

When Turboservice began on April 8, it was anticipated that schedule reductions would be made periodically until the target time of 3 hours 15 minutes was reached.

Operational reports have been studied at several meetings of engineering representa-



Turboservice train is powered by aircraft-type engines, has hit 170 mph in test runs.

tives of Penn Central and the Department of Transportation, and at a session in New Haven the decision was made to go to 3 hours and 39 minutes.

The new departure schedule

at New York gives Boston-bound travelers a choice of the 3:55 P.M. Turboservice or the 5 P.M. Merchants Limited. The latter has a scheduled run of 4 hours 15 minutes.

Fastest retiree on wheels



George W. Stever began riding a motorcycle when he was 16.

He's still doing it at 67.

"I don't want that old rocking chair to get me too soon," he explains.

Mr. Stever, an electrician, retired from the PRR's Maintenance of Equipment Department in 1967, after 50 years' service.

"I started motorcycling back in 1918, because all my friends were doing it," he says. "I participated in races and hill climbs."

He doesn't race any more,



but the motorcycle helps him get around for his numerous activities.

For example:

He's serving his second term as president of the Retired Men's Association of Harrisburg, Pa., an organization with 373 former Railroaders.

He's chairman of the Firemen's Blood Bank in his home town of Lemoyne, Pa.

He's Lemoyne's civil defense director.

He's a member of the Central Labor Council of Harrisburg. ("I used to be a shop steward, and president of Local 2016 of the CIO Shopcrafts, and of the Brotherhood of Railroad Shopcrafts of America," he says.)

He's vice president of the Senior Citizens Association of Cumberland County.

And on top of all that, Mr. Stever is a justice of the peace at Lemoyne. He's serving his second six-year term. It runs until 1972.

Mr. Stever says he was always interested in his fellow employes, and now that he has retired, his interest has spread

to all his fellow citizens.

"I try to get involved in anything that will benefit the people of my area," he says.

That's why his motorcycle

comes in so handy.

"But I don't ride in real cold weather," he says. "I'm getting too old for that."

Old? Who said that?

Topsoil and peat moss

Retired Signalman John Cooper has what you might call a Penn Central green thumb.

He's 88 years old. And he has a hobby that blooms all over his house and garden at North Lawrence, Ohio.

"I grow just about everything," John Cooper said. "You'll see tulips, dahlias and Memorial Day sweet peas. The iris and peonies were in bloom just last month. In the winter I care for house plants."

Mr. Cooper's garden is within view of Penn Central passenger trains.

"When my glads are up it's really a pretty thing to see when you're riding by," he said. "When I cut my flowers, anybody who stops in can have them—free."

John Cooper learned all about flowers from his grandmother. He passed on his knowledge to his son George, 65, who retired on disability from the Railroad in 1959, after 33

years' service as a car repairman. Another son, Paul, 58, is now a PC car repairman in Akron, O.

The elder Cooper served 35 years with the Railroad. He started in 1910 on the old Pittsburgh, Fort Wayne and Chicago Railway as a lampman in the Signal Department.

He has been enjoying retirement for 23 years.

Mr. Cooper collects automobile license plates (he still drives), serves as secretary-treasurer of the Railway Employees Relief Association, and does lodge work.

John Cooper is a handy man with a camera. He has been taking photos since 1902. He likes to capture on film the beauty of his flowers.

Asked what he most enjoys photographing, he said, "The children. What else?"

He was referring to the upcoming generations of Coopers—three grandchildren and four great-grandchildren.



Akron Beacon Journal Photo

OPEN LINE

REPORTS FROM ALL OVER



Safe and happy—The Allegheny Division led all of Penn Central's operating divisions in employe safety in 1968. Here is the happy superintendent, Charles R. Spence, accepting a trophy in behalf of the employes of his division. He was congratulated by (left) George M. Smith, vice president and general manager of the Central Region—of which the Allegheny Division is a part—and (right) William C. Wieters, assistant general manager.

In the competition among regions, the Central Region took top rank, with a 37 percent improvement in its safety record.

Speedy freight—A new train, TT-15, gives high-speed TrailVan service to truck trailers moving from the New York area to Columbus, Cincinnati and Indianapolis, saving a day in transit time.

The train leaves Kearny terminal, in North Jersey, at 1:30 A.M., picks up additional loads at Harrisburg, and reaches Columbus, Ohio, at 8:15 P.M. the same day. A connecting train speeds trailers to the Riverside terminal at Cincinnati, where they are placed by 5:30 A.M. TT-15 completes its 800-mile run at Hawthorne Yard, Indianapolis, at 3:15 A.M.—25 hours 45 minutes after leaving Kearny.

Memo to retired employes—Special low rates at four New York hotels are available to retired as well as active Penn Central employes.

The charge is only \$12 a day for a single room at the Biltmore, the Roosevelt and Commodore hotels during the summer. The rate for an employe and spouse is \$15 a day. One or two children under 14 may share the room free.

At the Barclay Hotel, two parents and one child can have a luxurious suite at the special low rate of \$20 a day.

Free phone calls for reservations can be made from anywhere in the United States by dialing 1-800-221-2690, except in New York State, where the free number is 1-800-522-6449. In New York City, dial 340-2776.



New look in Muncie—The former New York Central passenger station in Muncie, Ind., has been extensively renovated and is now serving as a combined Penn Central freight and passenger headquarters. The improvements include new painting and paneling, improved rest room facilities, a new ceiling and fluorescent lighting, a new roof, and quarters for train and engine crews, including a bunk area and recreation room.

Anniversary—Penn Central people marked the fourth anniversary of the Flexi-Flo operation at Framingham, Mass., with the arrival of the 3000th car of cement.

The Flexi-Flo car was unloaded, by the standard Flexi-Flo method—the use of differential air pressures between car and highway trucks. The trucks delivered the cement to customers' storage bins.

The anniversary also marked the 1460th day of accident-free operations at the Railroad's rail-highway terminal.

Holy Name Society—The first "family style" Communion Mass and Breakfast was held recently by the Penn Central and Long Island Rail Road Holy Name Unit. Wives joined their husbands in services at St. John the Baptist Roman Catholic Church, in New York, and breakfast at a local hotel. Almost 500 persons attended. New York's Lieutenant Governor Malcolm P. Wilson gave the main address.

More jumbos—Penn Central is acquiring 113 more boxcars, 86 feet long and 17 feet high, for hauling automobile parts from factories to assembly plants. These will bring Penn Central's fleet of jumbo boxcars for auto parts to a total of 2534.

More locomotives—Penn Central has ordered 150 new 2000-horsepower diesel locomotives to be used in freight service on secondary and branch lines and in classification yards. Deliveries began last month and are expected to be completed by October.

This makes 380 locomotive units ordered since the merger—a total of more than 1,000,000 horsepower. The 230 diesels placed in service last year were heavy-duty units of 3000, 3300 and 3600 horsepower, for hauling high-speed trains on mainline runs.

Medicare claims—Retired railroaders who are enrolled in Medicare are being reminded that their Medicare claims should be sent to the Travelers Insurance Company. This is the only company authorized to handle Medicare claims for persons receiving Railroad Retirement benefits. Retirees receiving both Railroad Retirement and Social Security checks should still file their Medicare claims with Travelers. If the retirees assign the payments directly to the doctor, they should inform him to send the form to Travelers. Confusion has resulted because some doctors are not familiar with the proper procedure for railroaders.



Boxcar diner—When the Agway Corporation held an "Appreciation Day" celebration at its warehouse in Curryville, Pa., wives of employes turned two boxcars into pancake houses. They served platters to some 1500 visitors. These were mostly farmers and other customers of Agway's grain and mill products operations, for which Penn Central people supply freight service. (Altoona Mirror Photo)

Speedier at Chicago—Men of the Indiana Harbor Belt Railroad, an affiliate of Penn Central, are helping PC people speed freight through the crowded Chicago gateway. The IHB's Blue Island Yard is classifying eastbound freight cars for prompt dispatchment to major points in Michigan, Indiana, Ohio, New York, Pennsylvania, New Jersey, Delaware, Maryland and New England. This means a saving of up to 24 hours in transit time for shippers.

Westbound traffic has also been expedited, with savings of approximately 12 hours, by using the IHB route for handling of through freight trains to cities on the Chicago & North Western and the Milwaukee Road.

The changes help reduce the pressure on 59th Street Yard, in Chicago, and Robert R. Young Yard, in Elkhart Ind., enabling them to improve handling of the traffic passing through them.

Award to PC Post—The American Association of Industrial Editors has awarded a Certificate of Merit to the Penn Central Post for "outstanding journalism in corporate communications." Joseph K. Harvey, staff writer, accepted the award in behalf of The Post at the Association's recent convention in Toronto, Canada.



"I would like to enter a subscription for the PC Post and I am enclosing a \$2.00 Post Office money order. A railroad friend gave me several copies, including ones with an article on the D16sb No. 1223 and one on Mr. Dille's steam assignment on ex-NKP 2-8-4, No. 759. This railfan says thanks to the Penn Central for operating steam for the fans in this day and age."—Thomas J. Golden, Hammond, Ind.

"I am in the process of completing a history of the long-defunct Tuckerton Railroad, over which the former Pennsy operated summer trains to Long Beach Island, N.J. Photographs of these trains are especially desired. Maybe some old-timers who operated over this line may have some unusual incident to relate, which would also be most welcome."—John H. Brinckmann, Jr., freight clerk, 17 Runyon Ave. Edison, N.J. 08817.

"Previously I was receiving copies of the Penn Central Post regularly. Last year we moved our offices and since then I have not received additional copies. I would appreciate being put back on your mailing list as I find the Penn Central Post very informative."—F. B. Boardman, chairman, New York State Legislative Board, United Transportation Union, Enginemens' Division.

"I would like to thank you most kindly for sending me the Post. I enjoy reading all the latest doings on the new Railroad. I am now 80 years old and still going strong."—Lester J. Sargent, Savannah, Ga.

"A few months ago an address appeared in the Penn Central Post where gold spikes could be ordered. I have misplaced this issue and would appreciate the address if these spikes are still available."—Shirley Arnovitz, car distributor, Toledo, Ohio.

Gold-colored spikes, the size and heft of authentic railroad spikes, are obtainable by sending \$2.50 to S. N. Phelps, Director, Dining Car Service, Penn Central Company, Sunnyside Yard, Long Island City, N.Y. 11101.

The Penn Central publishes this tabloid magazine for its employes. Address any communications to Penn Central Post, 6 Penn Center Plaza, Philadelphia, Pennsylvania 19104.

MANAGER—EMPLOYEE PUBLICATIONS

Joseph Shallit

STAFF WRITER

Joseph K. Harvey

STAFF PHOTOGRAPHER

Nelson M. Stickler

CONTRIBUTING EDITORS

William E. Baird, Pittsburgh
Joseph R. Ewing, Washington
Kevin H. Hannon, Syracuse
Fred A. Huber, Jr., Detroit
Robert S. McKernan, Boston
Saul Resnick, Chicago
Farwell C. Rhodes, Indianapolis
Norman M. Stone, New York
Frederic H. Woolfall, Cleveland

Still marching: Railroad veterans of World War I

They're a little older now, and there aren't too many of them still around, but the 52d Engineers are still marching.

They started marching on February 18, 1918, when the 52d Engineers Battalion of the Railway Transportation Corps was organized. Many of the men were volunteers from the PRR and the New York Central.

They operated rail lines in France, moving troops and supplies to the front.

And next September 4, the veterans will open their 30th reunion, a three-day gathering at the Patrick Henry Hotel in Roanoke, Va.

"Fifty-one years ago, our battalion was activated with 776 officers and enlisted men," says August J. Schill, national adjutant of the 52d Engineers Association.

"Today we still have contact with 128 men. Their ages range from 73 to 88.

"We know we'll have a good time at our reunion, talking about our wartime experiences, the railroads, and a thousand other things."

August Schill invites those interested in the reunion to write to him at 826 Church Lane, Yeadon, Pa. 19050. (Phone 215-623-1019).

Mr. Schill, who retired from the PRR in 1959 as a freight station chief clerk, keenly remembers the days when railroaders of all crafts left their jobs to form battalions for military service in Europe.

"We had engineers, trainmen, yardmasters, shopmen, telegraphers, clerks—every kind of skill you needed to build and run a railroad," he says.

"We traveled from New York to Brest, France, in an old, crowded liner built by the Germans. The

first barracks we were assigned to had been built by Napoleon. There were bunk beds, dirt floors, and plenty of mud, lice and rats.

"There was a water shortage, so we cleaned ourselves with soap and kerosene, and then used a few drops of water to try to get the kerosene off. We never could.

"When we were transferred to Perigueux, we built new barracks for ourselves, but the rats seemed to have followed us from Brest. To dispose of the garbage, we fed it to pigs. But after we ran out of pigs, there was a problem.

"The main item on our menu was slumgullion, a kind of stew. Nobody dared to ask what it was made of.

"Fifty percent of the battalion were laid up with the flu. It was real bad. Fifteen men died."

The men of the 52d built a locomotive roundhouse, a car shop, and a classification yard.

"We had to tear down practically half a mountain, with picks and shovels and dynamite, to make room," August Schill says.

The men used French and American rolling stock. The latter had to be converted to fit the French track gauge which was an annoying two inches narrower than standard American gauge.

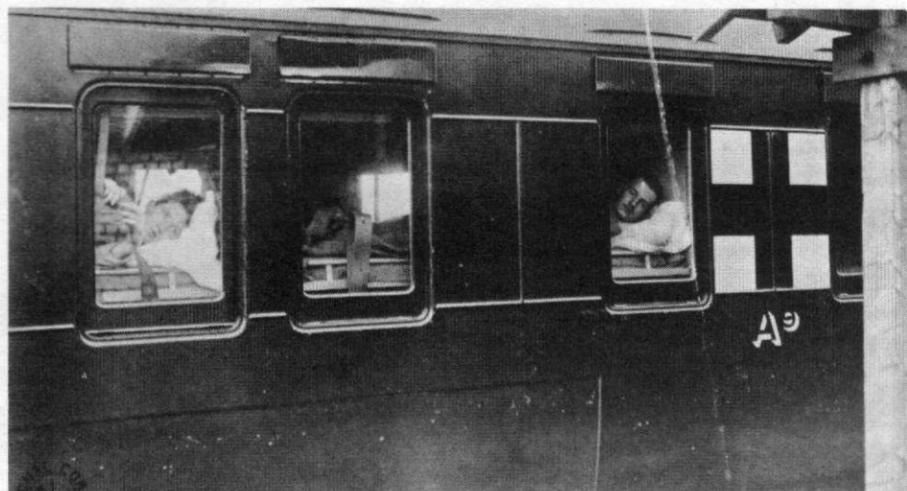
The couplers on the French cars were similar to the link-and-pin type, which had been outmoded many years before in America by the automatic coupler.

"But we learned how to use the French couplers without getting hurt," Mr. Schill says.

"Another unexpected thing was



On Memorial Day, 1919, men of the 52d Engineers Battalion paraded in Perigueux, France.



Hospital trains run by men of the 52d brought wounded soldiers back from the front.

that the cars had no air brakes. The engine had to stop the entire train by its own braking power. Naturally, that meant that trains couldn't be very long."

The men of the 52d ran trains from Bordeaux, in the south of France, to Montierchaume, near Paris. They were an important element in the big Fall push of Allied forces that

brought the war to an end.

"We'll always be proud of what we did," says August Schill.

"And we'll keep on having reunions as long as we're able."

724th T.R.O.B.

Veterans of the 724th Transportation Railway Operating Battalion will hold their next reunion on October 11, 1969. This PRR-sponsored outfit, which served in Korea, will meet at the Springfield Hotel, Flourtown, Pa. For information contact Lynn Moore or Herb Hess, 869 Edgehill Road, Glenside, Pa.



August Schill on duty in France in 1918.



Mr. Schill today, adjutant of 52d Engrs.

Name Change

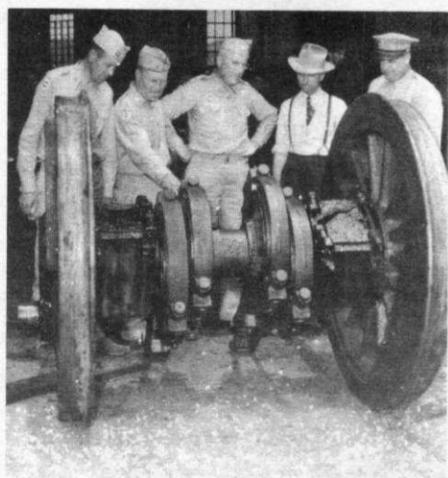
Pennsylvania Railroad Post 204, American Legion, at Philadelphia, has changed its name to Penn Central Post.

"We will be happy to accept transfers from Legion posts in other cities and will be happy to receive applications from veterans who have never been Legion members," said Austin R. Minnick, the Post finance officer, a retired Railroad clerk.

"We particularly extend a welcome to former New York Central men who are transferred to Philadelphia."

Those interested may write to Mr. Minnick at Apartment 22-G, The Plaza, Philadelphia, Pa. 19103.

Men of the 721st meet again



In India during World War II, officers of the 721st examine Indian-style engine wheels.

Another reunion—the 20th—is coming up for the 721st Railway Veterans Association.

This organization consists of men who served in India during World War II with the 721st Railway Operating Battalion, a unit sponsored by the New York Central.

These veterans will meet July 24 to 26 at the Euclid Travel Lodge in Cleveland, O.

In air-conditioned comfort, the men will recall the tropical heat in which they operated Allied trains near Bombay.

They remember the language difficulties with the natives, the problems of adjusting

to a different type of telegraph code, and the drenching rains that were the only relief from the heat.

Their camp was never attacked by the Japanese, but an accidental fire burned it to the ground in March, 1944, destroying most of their belongings. The men marched to another camp and set up tents in a sudden rainstorm. Next day, some of the men had to go on duty in makeshift clothing and bedroom slippers, but not a train was delayed.

Those interested in attending the reunion of the 721st may write to Robert Esker at

27250 Tremaine Drive, Apt. 20509, Euclid, Ohio 44132.



Here's how locomotives took on coal on the railroad run by men of 721st near Bombay.

NEW APPOINTMENTS

SYSTEM OFFICES

Accounting & Taxes Department
 Anderson, A. S. Spec. Agt.—Percenting
 Boughman, J. A. Head Clerk
 Brennen, W. E. Traveling Agt.—
 Train Collections, T/R New York
 Chew, W. H. Jr. Traffic Clerk
 Degnan, J. P. Material Acctg. Specialist
 Downs, S. J. Real Estate Accountant
 Flitcraft, C. W. Specialist—Edits
 Gidley, S. J. Spec.—Divisions
 Gluyes, W. W. Supvr.—Rev. Acctg. Research
 Goebel, J. A. Supvr.—Rev. Acctg. Administration
 Hamson, J. P. Asst. Supv.—Percenting
 Kane, E. M. Head Clerk
 Kavana, R. M. Asst. Supvr.—Real Estate Acctg.
 Lentz, C. E. Traffic Clerk
 McKinney, J. D. Jr. Supervisor—Percenting
 North, J. R. Traveling Agt.—
 Train Collections, T/R New York
 Peters, L. W. Jr. Mgr.—General Freight Acctg.
 Preston, W. B. Asst. Supvr.—Revision & Gov't. Billing
 Schilling, Jos. Jr. Mgr.—General Passenger Acctg.
 Thomas, J. M. Head Clerk

Financial Department (Corporate Division)
 Rugart, C. L. Jr. Manager—Financing Plans
 Wellmon, B. D. Statistician

Financial Department (Treasury Division)
 Gore, W. R. Manager—Cash Statistics
 Whiting, G. A. Jr. Supervisor—Cash Flow

Systems Development Department
 Carlin, E. J. Coordinator—Project Planning & Control
 Hillman, B. R. Assoc. Procedures Analyst
 Mackenzie, A. A. Advisory Systems Analyst
 McGarr, E. C. Advisory Systems Analyst
 Miller, B. D. Production Coordinator, Buffalo
 Robinson, E. D. Assoc. Procedures Analyst
 Roman, G. J. Field Auditor
 Saams, G. O. Field Auditor
 Strong, K. A. Field Auditor
 Wright, W. H. Production Coordinator

Engineering Department
 Bair, A. H. Asst. Clearance Engineer
 Byus, R. L. Supvr.—Electric Traction
 Cirucci, R. M. File Clerk
 DiSimone, M. J. Stenographer-Clerk
 Heald, B. K. Resident Engineer
 Heiler, E. P. Engineering Assistant
 Hitchens, D. M. Secretary
 Laurick, M. J. Structural Inspector
 Lort, C. G. Sr. Supvr.—Catenary & Transmission
 McHugh, H. Architectural Draftsman
 Morrow, R. M. Structural Designer

Southern Region
 Bowman, M. A. Office Supvr.
 Ekstam, H. C. Regional Safety Supervisor
 Gilmore, J. M. Asst. Gen. Mgr.
 Hoehst, J. J. Secretary—Gen. Mgr.
 Smith, R. H. Chief Regional Engineer
 Wyeth, S. Safety Supervisor

Cincinnati Division
 Beaver, J. I. Supvr.—Train Operation
 Drudy, R. E. Rules Examiner
 Haggard, J. W. Asst. Trainmaster—Riverside
 Hutton, L. W. Supvr.—Operating Rules
 Sena, M. Office Supvr.
 Snyder, A. D. Asst. Supvr.—Train Operation
 Underwood, J. T. Supvr.—Data Control
 Wayne, A. J. Transportation Supt.

Indiana Division
 Arton, J. A. Asst. Term. Supt.
 Eckles, R. T. Supvr.—Operating Rules

St. Louis Division
 Darst, K. M. Asst. Supvr.—Train Operation
 DiPaola, J. A. Supvr.—Train Operation
 Leavell, H. L. Supvr.—Data Control
 McMeans, P. M. Trainmaster-Supvr. Track, Decatur
 Preston, W. J. Supvr.—Operating Rules

Western Region
 Smith, K. E. Vice Pres. and Gen. Mgr.

Chicago Division
 Aitchison, J. Transportation Supvr.
 Bridge, R. D. Supvr. Quality Control
 McCormick, A. J. Train Master, 59th St.
 Martin, W. F. Night Gen. Foreman,
 Elkhart Enginehouse, Elkhart

Niemier, W. J. Asst. Gen. Foreman, Englewood Enginehouse
 Pyke, J. H. Train Master (Night)

Northern Region
 Antone, G. Rodman
 Brda, J. A. Asst. Agreement Engineer
 Dickson, J. M. A.F.E. Accountant
 Jones, R. A. Draftsman
 Ranson, J. E. Equipment Analyst
 Reski, R. Engineering Assistant
 Stacey, N. J. Estimator
 Tate, P. C. Supvr. General Equipment
 Teskey, W. Asst. Engineer Track

Detroit Division
 Gilford, S. Asst. Div. Supvr. Car Utilization
 Harris, J. R. Asst. Trainmaster
 Kuhn, H. Equipment Inspector M of E
 Kuhn, R. E. Equipment Inspector M of E
 Meadors, P. K. Rules Examiner
 Path, E. Asst. Supvr.—
 Train and Engine Crew Dispatchers
 Seehaver, J. P. Supvr. Operating Rules
 Tomkins, J. C. Office Engineer M of W
 Watson, F. L. Asst. Trainmaster

Michigan Division
 Cole, L. B. Frt. Agt., Battle Creek
 Fillmore, F. J. Terminal Foreman, Grand Rapids
 Hunter, D. Frt. Agt., Grand Rapids
 Moreno, C. J. Div. Equipment Foreman, Willow Run
 Ruch, L. P. Material & Equipment Engineer M of W

Lake Region
 Phelps, R. M. Asst. Supvr.—Train Operation

Cleveland Division
 Hoover, D. W. Gen. Foreman—Car M/E, Rockport/CUT

Toledo Division
 Ceranowski, B. R. Material & Equipment Engineer M/W
 Kosciuczyk, S. J. Asst. Car Foreman M/E, Outer Yard
 Philbin, J. T. Terminal Trainmaster
 Starnes, L. C. Car Foreman M/E, Outer Yard
 Wilhelm, C. L. Gen. Yardmaster, Airline Jct.

Central Region
 Campana, G. A. Agreement Engineer
 Costello, R. J. Industrial Engineer
 Coward, H. B. General Inspector—C&S
 Granato, F. V. Agreement Engineer
 Granato, P. G. Estimating Engineer
 Haines, L. M. Field Engineer—C&S
 Lindsey, S. W. Construction Inspector
 Pendel, E. F. White Print Operator
 Quarles, Wendell Business Car Steward

Allegheny Division
 Kelley, K. C. Chief Draftsman
 Kohan, J. Supervisor—Track, Tyrone
 Morris, A. R. Asst. Supvr.—Track, Lewistown
 Quinn, T. C. General Foreman, Lewistown
 Richey, J. E. Master Mechanic

Pittsburgh Division
 Atherton, G. I. General Foreman—Locomotive, Conway
 Barnett, J. K. Asst. Office Engineer—C&S
 DeDominicis, R. P. Asst. General Foreman—Car, Conway
 Grimes, D. G. Supervisor—Track, Carnegie
 Hartman, J. E. Asst. Supervisor—Structures
 Miller, R. B. Asst. Supervisor—C&S, New Kensington
 Rhoades, H. C. Supervisor—C&S
 Weiss, E. W. Asst. General Foreman, Shire Oaks

Valley Division
 Thomas, H. G. Genl. Foreman—Track, Akron

Williamsport Division
 Harvey, G. C. Asst. General Foreman, Clearfield
 Krchelich, J. Jr. General Foreman, Clearfield
 Wittmann, H. W. Master Mechanic

Eastern Region
 Brooks, B. B. Asst. Supt. Labor Relations &
 Personnel, Baltimore
 Lowery, E. T. Asst. Supvr. Train Movement
 Newhouse, R. B. Asst. Industrial Eng.
 Novick, J. Industrial Engineer
 Shiels, D. G. Regional Engineer C&S
 Shuron, J. W. Asst. Supt. Labor Relations & Personnel
 Toadvine, G. A. Asst. Supt. Passenger Transportation

Philadelphia Division
 Bartle, F. W. Supvr. Train Operation
 Bryan, E. C. Asst. General Foreman, Camden
 Carley, F. W. Asst. Trainmaster, Frankford Jct.
 Huemrich, G. J. Master Mechanic
 Lehman, W. T. Car Foreman, South Philadelphia
 Romig, W. E. Draftsman

Chesapeake Division
 Hanna, C. W. Transportation Supvr.
 Haverly, A. P. Asst. Trainmaster, Washington

Harrisburg Division
 Gaverick, W. J. Supvr. Quality Control
 Helman, C. E. Asst. Supvr. C&S
 McKeone, J. F. Shop Supt., Enola

New York Region
 Ringwald, E. C. Staff Assistant
 Weaver, F. E. Asst. to Gen. Mgr.

Hudson Division
 Bruno, S. A. Trainmaster, White Plains
 Healy, D. J. Trainmaster, Harlem River Terminal
 Infante, M. R. Trainmaster, Yonkers
 LeBlanc, N. J. Trainmaster, Harmon
 Robinson, H. L. Asst. Div. Engineer
 Wise, R. P. Trainmaster, Harlem River Terminal

New Jersey Division
 Cowan, R. Supvr.—Electric Traction
 Naylor, W. W. Material & Equipment Engineer
 Sheehan, T. F. Supvr.—Structures

Northeastern Region
 Blanchard, F. J. Methods & Procedures Analyst
 Bond, J. E. Asst. Regional Supvr.—Data Control
 Bowes, J. J. Asst. Regional Supvr.—Operating Rules
 Boyd, J. G. Chief Examiner
 Buckley, R. S. Diesel Locomotive Inspector
 Carhart, D. J. Supt. Diesel Terminal, Selkirk
 Corbett, E. B. Regional Supvr.—Data Control
 Cowan, E. L. Asst. Supvr.—Personnel
 Craig, R. C. Instrumentman
 Farnham, L. E. Supvr.—Transportation

Figie, J. B. Budget Analyst
 Franz, J. D. Contract Investigator
 Gale, G. E. III Spvr.—General Equipment
 Ghezzi, L. J. Senior Methods & Procedures Analyst
 Gratien, L. W. Asst. Supvr.—
 Special Agreement Administration
 Haman, A. Asst. Supvr.—Special Equipment
 Hayes, P. J. Office Manager
 House, D. S. Asst. Supvr.—Personnel
 King, F. S. Gen. Mgr.
 Krohl, R. J. Supvr.—General Accounting
 Leahy, W. D. Asst. Supvr.—Train Operation
 Lear, R. W. Asst. Supt. Diesel Terminal, DeWitt

Masucci, D. A. Engineering Assistant
 Morgan, T. P. Jr. Examiner
 Noffsinger, G. R. Senior Budget Analyst
 Pestka, H. D. Jr. Mechanical Inspector—Car
 Pullus, F. A. Engineering Asst.
 Rieman, W. J. Dist. Transportation Inspector
 Ring, H. E. Gen. Supt.—Transportation
 Shultz, M. L. Asst. Engineer
 Slowey, J. J. Supvr.—Labor Relations
 Spellman, R. R. General Inspector—Communications & Signals
 Tokarz, R. L. Asst. Industrial Engineer
 Townsend, F. Methods & Procedures Analyst, Selkirk
 VanSlyke, W. E. Regional Equipment Engineer

Buffalo Division
 Bergman, G. F. Office Supvr.
 Bevington, J. L. Lieutenant of Police, Rochester
 Brown, C. C. Asst. Transportation Supt.
 Butler, D. J. Service Supvr.
 Cardone, L. D. Supvr.—Quality Control
 Cary, W. E. Road Foreman
 Clingerman, C. J. Terminal Foreman—Loco.
 Connelly, J. A. Trainmaster, Seneca Yard
 Connelly, J. P. Jr. General Yardmaster, N. Tonawanda

Delaney, H. E. Supvr.—B & B
 Forcione, F. J. Trainmaster, East Buffalo
 Fryling, D. F. General Yardmaster, Black Rock
 Gibson, R. H. Trainmaster, East Buffalo
 Giddings, E. L. Road Foreman, Rochester
 Hemmerlein, R. F. Mechanical Supvr.—Loco., Rochester

Highfield, G. J. General Yardmaster, Black Rock
 Hopkins, J. C. Terminal Foreman—L & C, Rochester
 Kasunic, D. P. General Yardmaster, Rochester
 Lockwood, C. B. Asst. Transportation Supt.
 Marshall, F. S. Trainmaster, Lockport
 Murphy, C. Y. Trainmaster, Black Rock
 Paisley, M. E. Asst. Div. Engineer
 Popp, J. W. Mechanical Supvr.—Loco.
 Vanderclute, R. D. Asst. Trainmaster, East Buffalo
 Voss, H. E. Jr. Asst. Div. Engineer, Rochester
 Winterberg, E. C. Terminal Trainmaster

Syracuse Division
 Bartelson, J. S. Road Foreman, Watertown
 Bradway, O. R. Night General Car Foreman, Selkirk
 Cook, J. H. Terminal Supt., DeWitt
 Davis, H. R. Div. Engineer
 Fox, J. P. Supvr. of Track, Syracuse
 Heichel, R. N. Asst. Trainmaster, DeWitt
 Irving, C. H. Supvr.—Agency Procedures, Syracuse

Jackson, R. B. Terminal Trainmaster, Selkirk
 Kelley, G. F. Supvr. of Track, Oswego
 Miller, D. K. Asst. Div. Engineer
 Ratliff, O. W. Gen. Yardmaster, DeWitt
 Snyder, D. A. Trainmaster, Fulton
 Snyder, J. C. Trainmaster, Watertown
 Zeigler, D. W. Frt. Agt., Fulton

Springfield Division
 Barton, D. C. Lt. of Police, Boston
 Collins, J. P. Div. Engineer
 Foster, W. R. Div. Supt.

High school students' friend



Many a high school student grows pale at the initials SAT.

They stand for Scholastic Aptitude Test. How well he does on that test will determine in some measure whether the student gets accepted by the college of his choice.

Some students who don't do well on the test decide to take a second crack at it, and try to get tutoring to help them do better.

If they live in Renovo, Pa., they know exactly what to do. They go to Joseph Gardiner.

Mr. Gardiner is a car inspector on the Penn Central. He's also a qualified school teacher.

On his two days off from his

railroad job each week, he works as a substitute teacher in the public schools. He gets paid for this.

But he also gives two evenings a week to tutoring teenagers in math and vocabulary for the SAT. He does this without pay.

"I'm just happy to do my part in community service," he explains. "Renovo has volunteer firemen and volunteer Little League managers. Why not a volunteer tutor?"

Mr. Gardiner's interest in teaching goes back about 15 years. He was assigned by the Railroad to instruct apprentice carmen.

"I liked teaching so much," he says, "that I asked my foreman to put me on night work so I could attend Lock Haven State Teachers College during

the day and become a teacher.

"I completed a four-year curriculum in three and a half years. When I was graduated, I decided I liked my railroad job so much that I'd stay on with it, and do substitute teaching on my free days."

Mr. Gardiner has spent all his working life in Renovo, a borough in rugged Pennsylvania mountain country. He started as an apprentice carman in 1940. He and his wife, Mary, have three children—Mary Jo, 15; Patrick, 12; and Frank, 9.

He has served as an elected member of the School Board, and is now the Board's secretary of finance.

"Car inspection and teaching have something in common," Mr. Gardiner philosophizes.

"In both positions, you have to look for errors."

PEOPLE POWER

PC supervisors discuss the human side of railroading

There are tracks and bridges and tunnels.

There are locomotives and freight cars and passenger cars.

There are stations and repair shops and block towers and yard offices.

They all make up the Railroad.

But what are they without people? Nothing but dead weight.

"Penn Central's people are the Railroad's main asset," emphasized George H. Jones.

"And all these people, acting together at their highest potential, is what we count on to make this railroad a booming transportation enterprise and a good place to work.

"That's what these training classes are all about."

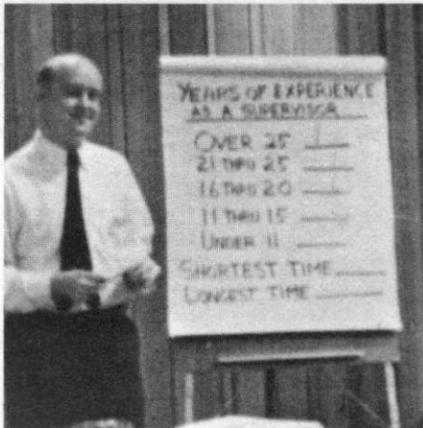
Mr. Jones, director of management training, was talking about a mammoth new educational program that recently got underway. Penn Central supervisors and managers are taking time out to join in an intensive, deep-probing look at the Railroad and its people.

"It's a frank, plain-talking classroom situation," Mr. Jones said. "The participants ask themselves: How are we supervising now, and how can we do it better?"

One of the first classes was held in Detroit, Mich. Here were gathered 28 front-line supervisors, including an assistant track foreman, yardmaster, car shop gang foreman, signal foreman and others of comparable responsibility.

"This two-day session is the start of something big," explained William R. Cox, training supervisor, who formerly was a Penn Central trainman.

"By the time we're finished, about



A. H. Schneider, supervisor-personnel development, charts the amount of experience of supervisors at class in Sewickley.

5000 supervisors will have taken this course.

"And later there will be follow-up courses. This is a long-range effort. Penn Central's top officers are deeply committed to the value of self-education. They believe that a free exchange of ideas and experiences will prove of vast benefit in every phase of our operations."

The class at Detroit and another at Sewickley, Pa., set the tone for all the supervisory courses.

"We'll outline a situation," Mr. Cox told the men. "You will come up with answers. There's more than 400 years of supervisory experience represented in this classroom, and we want to get the answers from that experience."

"Then we'll analyze the answers and come up with a consensus that can be a guide for all of us."

All the classes are geared to total participation. They are a forum in which the supervisors speak freely about supervisory problems they encounter in their work and how they overcome them.

"It doesn't take them long to see that despite their differing jobs, they all have similar situations," remarked Fred Formichella, manager of freight car distribution, who served as an instructor in the Detroit class.

Upon entering this class, Juvenal Elizoudo, assistant foreman of track, thought he had a unique problem in communications. About half his track gang didn't speak English and his foreman didn't speak Spanish.

"But when I got here I found out we all have communication problems in our work, even when we all speak the same language," he said. "The classwork gave us some better



Fred Formichella, whose usual job is manager of freight car distribution, serves as an instructor at Detroit training class.



W. R. Cox and G. H. Jones (left), of the development staff, show PC men who are being trained to be instructors how on-tape TV is used to improve classroom technique.



Shirt-sleeve discussion of PC policies: R. D. Decker, asst. track supvr., Pitcairn, Pa.; R. P. Michaelangelo, track supvr., New Castle, Pa.; F. F. Kohring, agent, Weirton, W. Va.; A. H. Schneider, instructor; J. D. Bolyard, trainmaster; M. F. Higgins, asst. car foreman.

ideas about how to get our meaning across to the other fellow."

And one of his classmates, Edward Pearce, yardmaster at Windsor, Mich., said: "You may be doing something in your job all right for years, but I've found out you can learn from somebody else who might be doing it better."

"I've picked up a lot of good ideas to take home with me," said Joseph H. Lengfellner, general foreman at Mingo Junction, Ohio.

"So have I," said Richard P. Michaelangelo, supervisor of track at New Castle, Pa. "A lot of good ideas were brought out, and you know they're practical because they've worked for others."

F. L. (Fred) Kattau, Vice President-Management Planning and Development, explained that the supervisory training is part of what is probably the most far-reaching development program on any railroad.

It will include training for supervisors, for middle managers, and for officers up to the level of General Manager and Assistant Vice President.

"We're confident that the result will be a significant improvement in the human side of railroading," Mr. Kattau said.

"The benefits will be felt by the entire Penn Central family—in terms of a closer relationship among all our personnel, a smoother-running operation, a sounder grasp of our problems, more effective leadership, and a more imaginative approach to the future."

Mr. Kattau pointed out that in addition to Penn Central's own supervisory and management courses, some personnel are being enrolled in management courses at universities, to gain the broader view from studying together with people from other industries. Other Penn Central people are being sent out for technical training in new railroad devices and techniques.

And employes taking college courses on their own time, to better equip them for their present jobs



PC men from Canada exchange ideas: Yardmaster W. T. Corcoran, Yardmaster L. Smith, Gang Foreman H. A. McLean, Track Foremen R. Tinline and W. Aldrey.

and possible promotions, are being aided by Company contributions toward their tuition.

"Penn Central, though made up of three of America's oldest railroads, is actually America's newest railroad," Mr. Kattau pointed out.

"New ideas, new approaches, new perspectives will provide the momentum to make this the railroad we want it to become."

"Toward this goal, our training and development program will help us get the maximum from our People Power."



Lively discussion by J. H. Lengfellner, motive power foreman, Mingo Jc., Ohio; V. L. Terziu, J. D. Bolyard, trainmasters, Conway, Pa.; F. S. Petraglia, asst. car foreman, Conway; C. R. Gaydos, general foreman, rail train, at Pittsburgh, Pa.

FLAMES IN THE NIGHT

The last day of March was cold and windy. At 2 o'clock in the morning, things got downright brutal.

Blustery breezes whipped through the night air in the Penn Central freight yard at Westchester Avenue, Bronx, on the Hudson Division.

April Fool's day was two hours old and pranksters were already at work.

PC Patrolman Horst Illinger was walking his rounds when he suddenly noticed automobile wheels spinning dust in a quick retreat—and a fence on fire less than 100 feet from an idle diesel locomotive.

Rushing to the scene, Pa-

trolman Illinger was met by PC Car Inspector A. L. DeLuca, and the two battled the blaze with two-by-fours, dirt and sand.

"We were worried that the diesel might catch fire and explode," Patrolman Illinger explained. "We were fortunate in containing the fire for about ten minutes until the city fire department arrived."

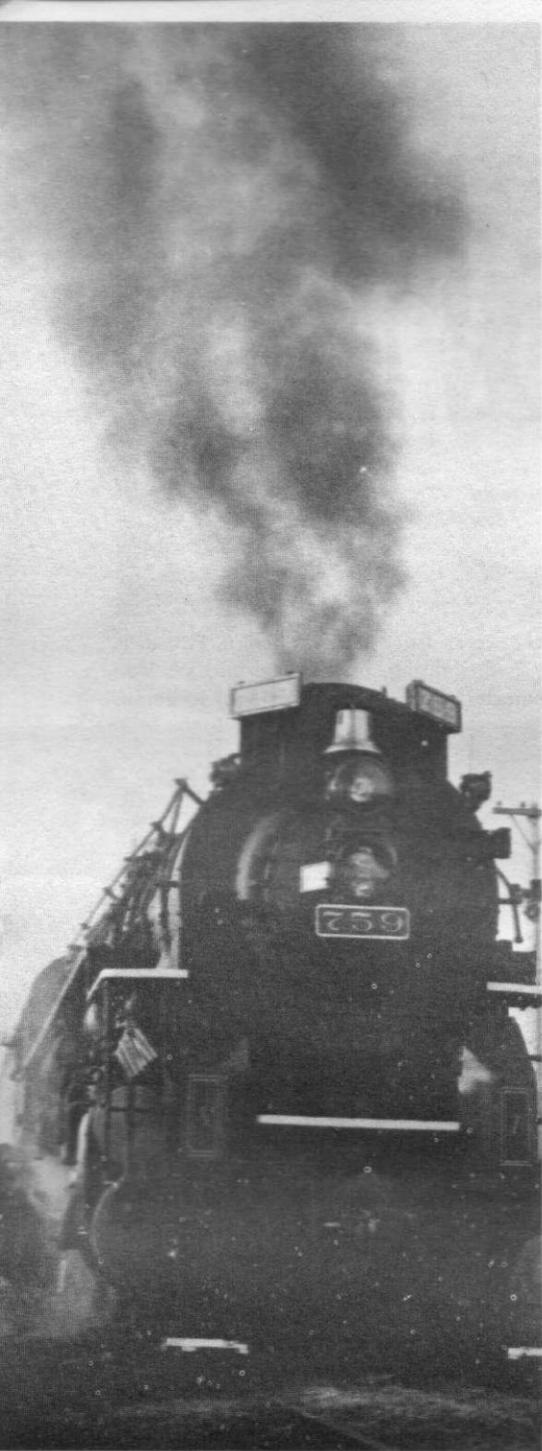
The only resultant damage, thanks to the efforts of the two Penn Central men, was a badly scarred 30-foot portion of fence.

"My safety shoes were burned," Mr. DeLuca said. "But we saved the engine."

Celebrating the railroads' past ... and future



Fireman James Cunningham hand-fired the locomotive at the start, but automatic stoker did duty the rest of the trip.



Old 759 comes alive to haul the Golden Spike Centennial Limited on historic trip.



At Altoona, cars in the train were gone over by F. J. Delozier, Frank DeFalco and Assistant General Foreman Fred Pasquini.

This day was different. The men had been railroading for many years, and to work on a locomotive was routine to them.

But this day was different: They had a steam engine.

It was old No. 759, a Berkshire-class 2-8-4 steamer, and it was being readied to haul a train called the Golden Spike Centennial Limited.

The train was to go to Utah to join the 100th anniversary celebration of the completion of the railroad tracks that linked the East and the West.

This was a historic train, marking a epochal moment in the Nation's history—but to the men on the locomotive, it all boiled down to one thing: *Steam!*

"Doesn't that smell good," said Engineman Joseph Dille, as Fireman James Cunningham hosed down the inside of the locomotive cab, the water sizzling as it hit the hot floor plates. "Steam and burning coal—that makes a fine aroma."

"Stop smelling and get out of the way," snarled Fireman Cunningham.

He picked up his shovel and began to toss coal into the glowing firebox.

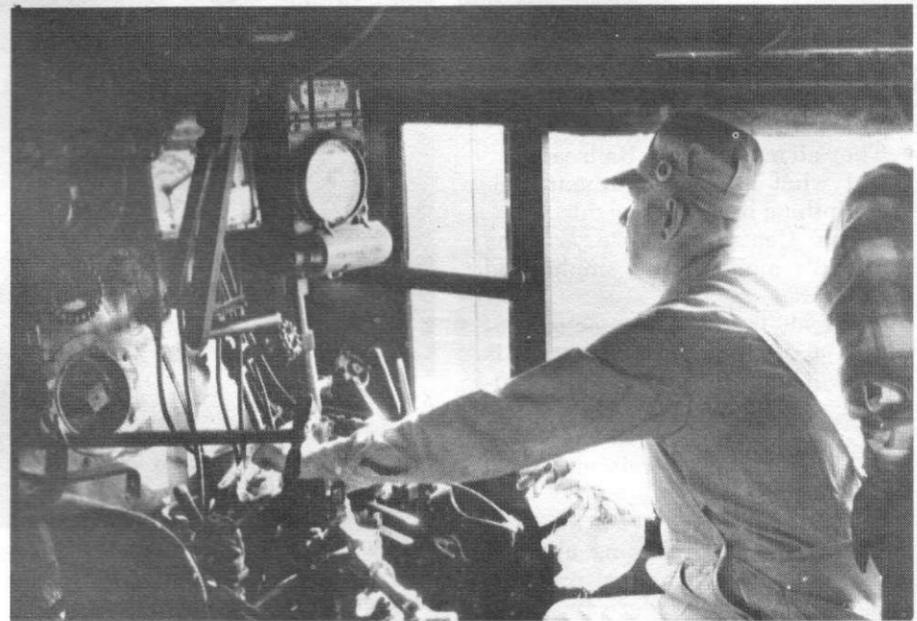
"Get it in the corners," barked Engineman Dille. "Anyone can shovel it down the middle."

"That's right, a little more to the left," kibitzed General Foreman W. E. Whitney, who had arranged to be on hand for this spectacle.

It was all joshing, of course.

The scene was Harmon, N.Y. Here was where the steam engine was serviced while an electric locomotive brought the 15-car special train up from Grand Central Terminal, New York (steam power isn't allowed inside the city).

The train consisted of five coaches, a twin-unit diner, two dormitory cars for the crew, three baggage cars and three observation cars. They had been repainted and otherwise slicked up by Penn Central



The throttle and gauges were familiar surroundings to veteran Engineman Joseph Dille.

men at Altoona, Pa., and White Plains, N.Y.

Aboard were 153 passengers, 90 of whom signed up for the complete 6700-mile, 15-day round trip. They paid \$995 each. This included a stop-over at a hotel each night along the route. The trip was arranged by the High Iron Company of Lebanon, N.J., an organization of steam train enthusiasts, in cooperation with the railroads and the Steamtown Foundation at Bellows Falls, Vermont.

With old No. 759 up front, the Centennial Limited steamed out of Harmon northward along the Hudson River. In the observation cars, cameras clicked and tape recorders were turned on. Waiting along the right of way, railroad fans were similarly equipped to capture the sights and sounds of steam travel.

About 600 spectators greeted the train at Syracuse, N.Y., where a fire truck pumped in water.

At Albany, the Mayor and a Dixieland band welcomed the train.

At Buffalo, there was another band and a crowd of about 800. Here the train was parked for the night, the travelers were taken to a hotel, and the train was opened to the public.

The visitors were particularly interested in the three baggage cars, which had been converted into a rolling exhibition by Penn Central men at Altoona.

The theme of the exhibits was sounded by Thomas M. Goodfellow, president of the Association of American Railroads, and chairman of the Golden Spike Centennial Commission, set up by Congress.

"Railroads are proud of their past and their historic contribution to the growth, development and economic might of America," Mr. Goodfellow said.

"But it's the challenges of the future that have always fired the excitement of railroad men."

Thus, one exhibit featured a four-foot model of the Turboservice train, now being run by Penn Central people between Boston and New York.

Another exhibit, by the U.S. Department of Transportation, showed proposed models of a vehicle that would run at high speeds on a cushion of air over tracks.

Penn Central's exhibit gave a panoramic view of its diverse operations, and also included a newly designed automatic ticketing machine that issued Centennial Lim-

ited tickets as souvenirs for visitors.

Thousands of visitors saw these exhibits at the train's stops at Buffalo, Cleveland, Chicago, Omaha, and Salt Lake City; and, on the return trip, at Cheyenne and Rawlins, Wyo.; St. Louis, Mo.; Lima, O.; Pittsburgh, Pa.; and Hagerstown, Md.

The layover at Salt Lake City lasted three days, and the train and its riders took part in the central ceremony of the year-long observance of the Golden Spike.

This ceremony took place at Promontory Summit, Utah, 90 miles northwest of Salt Lake City. This was where, on May 10, 1869, the final length of track was laid to complete the linkup between the Union Pacific Railroad and the Central Pacific Railroad (now part of the Southern Pacific).

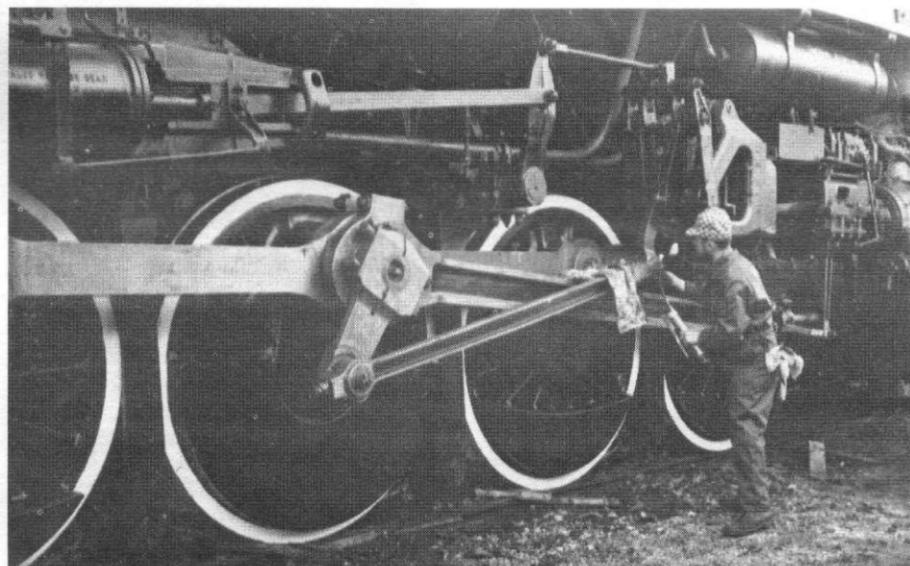
A feature of that century-ago ceremony was the driving of a spike of solid gold with a silver maul, or spike hammer.

This same spike and this same maul were used when the historic ceremony was reenacted on May 10, 1969.

Present to take turns at tapping the golden spike with the silver maul was a delegation of government and railroad leaders, headed by John A. Volpe, U. S. Secretary of Transportation.

More than 12,000 spectators watched the ceremony.

The area was formally designated as a National Historic Site, and the National Park Service officially



The forgotten sight of steam engine being serviced is suddenly here again. Below, the train stops at Albany, N.Y., to take on coal from gondola specially spotted there.



Steam fan makes movies of the train as it rounds a curve on the Hudson Division.

Continued on Page Eleven

Continued from Page Ten
opened a new \$420,000 visitors' center.

Secretary Volpe's keynote address honored the past but stressed the future.

Just as the spike of 100 years ago



Penn Central's exhibit aboard the train is checked by Cecil G. Muldoon, the PC assistant director of public relations.

The day of the Golden Spike

The Golden Spike helped forge a nation.

The link-up of railroad tracks spanning the continent assured that America would grow into a united country.

Until the railroad came, East and West were developing into sectional units, held together by the fragile chain of wagon trains and pony express.

This was apparent to America's leaders a century ago. It explained why Congress, in July, 1862, passed the Pacific Railroad Act, providing land grants to enable railroad pioneers to build a track across the wilderness.

Two companies were formed. The Union Pacific began to build westward from Omaha, Nebraska. The Central Pacific (now the Southern Pacific), began to build eastward from Sacramento, California.

The work went slowly until the Civil War ended. Then the great project boomed ahead, dominating the national consciousness.

The Union Pacific's Irish laborers hauled crossties across hundreds of miles of treeless prairie, dragged locomotives across the ice of the unbridged Missouri River, suffered Indian attacks in Nebraska, froze on

1869 poster announced the epochal event.

made it clear to the world that we are a nation of builders," he said, "so today's spike makes it clear that the first 100 years were just a start."

He called attention to many recent railroad advances—electronic yards, microwave communications, computers, improved diesels, growth of piggyback and container traffic, unit trains that now carry one-third of all rail-borne coal, rack cars that now carry more than half of all the new automobiles to market.

"My departmental experts now forecast that by 1975," Mr. Volpe said, "a trillion ton-miles of freight will be transported by rail—up 25 percent.

"Even in the passenger business the outlook is more favorable than many people imagine. Our initial experience with high-speed demonstration trains—the Metroliner and the Turboservice—shows that rails can be competitive along runs of in-

the Wyoming plateaus.

The Central Pacific's men, many of them Chinese immigrants, fought deep snows in the California Sierras and scorching heat in the Nevada desert as they graded, tunneled and laid rails that had to be brought to them by the long, tedious ocean route around the bottom of South America.

In Utah, Brigham Young put his Mormons to work building grades and embankments for both lines.

As the tracks advanced, timber resources were explored by the track builders. Mines were discovered. "Cities of sin" sprang up along the route, to be followed in later years by such thriving communities as Cheyenne, Laramie, Rawlins, Evanston, Elko and Reno.

The track-building became a race between the two companies. Union Pacific boasted of laying eight miles of track in one day. Central Pacific decided to beat that—and made 10 miles in a day.

Every advance was excitedly reported in the Nation's newspapers.

On May 10, 1869, the two railroads had come to within 50 feet of each other. A great ceremony was planned. To Promontory Summit, Utah, came railroad officials, trackmen, Mormon farmers, newspaper reporters, photographers, Federal troops, two marching bands.

Central Pacific's "Jupiter" engine and Union Pacific's No. 119 pulled up to the gap and waited for the last ties and rails to be laid.

Officials brought a silver spike from Nevada's Comstock Lode; a spike of gold, silver and iron, from Arizona Territory; silver spikes from Idaho and Montana. But attention was focused on a spike from California.

Fashioned from \$400 worth of gold, it bore this inscription:

May God continue the unity of our Country as this railroad unites the two great oceans of the world.

The trackmen laid the last rails. Reverend John Todd, who had come all the way from Pittsfield, Mass., said a prayer. Telegrapher W. N. Shilling tapped out a bulletin to a waiting nation: "Almost ready. Hats off. Prayer being offered."

The golden spike was hammered with a silver maul into a hole pre-bored into a polished crosstie of laurel wood.

Then finally came the last spike, an ordinary iron one, wired so that it would set off a telegraph signal



Conductor Joseph Marto chats with windswept fans in the old-style open observation car.

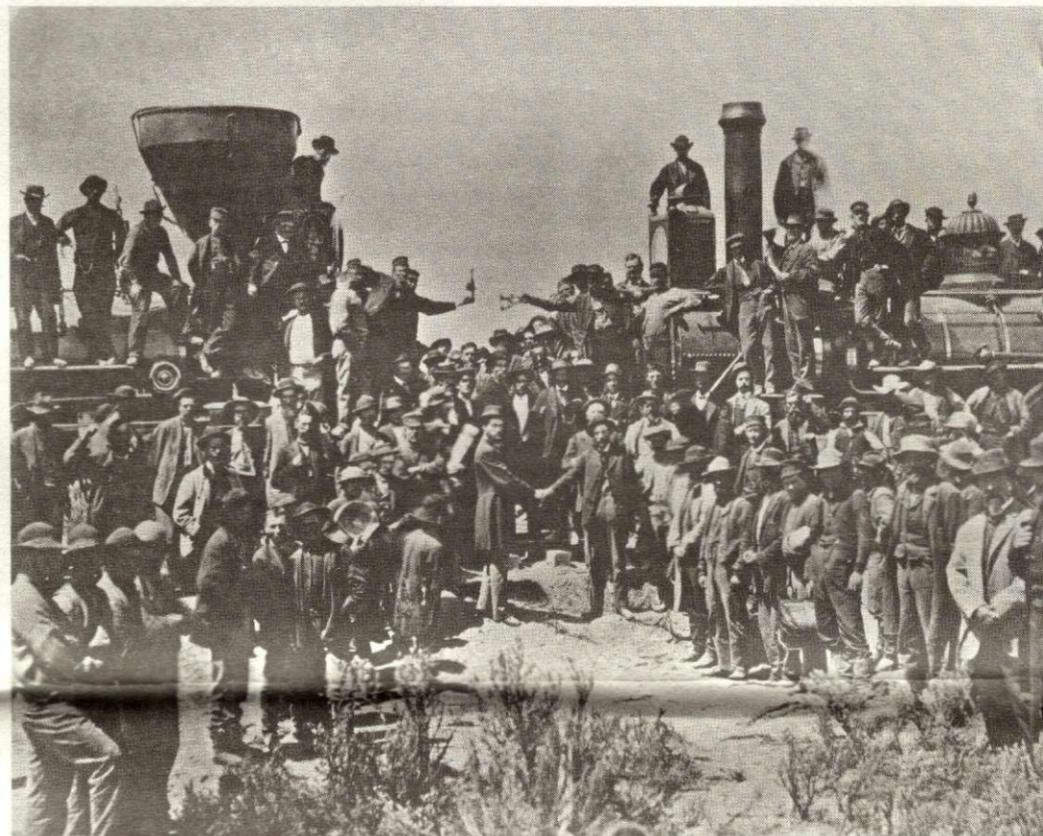
intermediate distance between urban centers of high population density.

"I personally view the railroad as a growth industry. I am convinced that it will give birth to even more new ideas, and will transform itself steadily and progressively in re-

sponse to new technology and new opportunity.

"So in honoring the pioneers of the past, we also acknowledge the promise of tomorrow.

"My friends, the railroads are just beginning to roll."



Chief engineers of Union Pacific and Central Pacific shook hands as rails were joined.

when it was hit by a wired maul.

At 12:47 p.m., Thomas C. Durant, head of the Union Pacific, and Leland Stanford, head of the Central Pacific, both swung at the wired spike. They missed—to the delight of the track laborers.

Telegrapher Shilling didn't wait. He tapped out three dots, a prearranged signal that triggered mammoth celebrations in every major city in the country.

The two enginemen advanced

their locomotives over the junction, amid loud cheers. Men on the pilots reached out to exchange bottles of wine. The chief engineers of the two railroads shook hands while photographers exposed wet plates.

And Telegrapher Shilling tapped out a message to President Ulysses S. Grant at Washington, D.C.:

"Sir: We have the honor to report the last rail laid and the last spike driven. The Pacific Railroad is finished."

THOSE LAND GRANTS

The story of the land grants given to the Pacific railroad builders is often misunderstood.

Here are the facts:

When it was proposed that the railroad be built, President Abraham Lincoln said:

"Private enterprise must build the Pacific railroad, and all the Government can do is aid."

This aid took the form of giving the railroad builders free right-of-way through public lands, plus 10 alternate sections of land per mile on each side of the track within a limit of 10 miles.

Most of this property was sold by the railroads to help pay for the construction and to encourage people to settle along the route.

In return for these land grants, the railroads were required to charge only half rates when transporting Government freight, personnel, military goods and mail.

These special rates were in effect for more than 80 years—through two world wars.

Finally, in 1946, Congress decided that the value of the land had been paid back by the railroads to the Government nine times over.

And Congress repealed the requirement of reduced rates.

In addition to land grants, the Government gave the builders of the Pacific lines cash grants. These became a mortgage on the railroads.

This money was all paid back to the Government—with 6 percent interest.

1869. May 10th. 1869.
GREATEST EVENT
Rail Road from the Atlantic to the Pacific
GRAND OPENING
OF THE
Union Pacific
RAIL ROAD.
PLATTE VALLEY ROUTE.
PASSENGER TRAINS LEAVE
OMAHA
ON THE ARRIVAL OF TRAINS FROM THE EAST
THROUGH TO SAN FRANCISCO
In less than Four Days, avoiding the Dangers of the Sea!
Travelers for Pleasure, Health or Business
Will find a Trip over the Great Mountain Route and Pleasant
LUXURIOUS CARS & EATING HOUSES
ON THE UNION PACIFIC RAIL ROAD.
PULLMAN'S PALACE SLEEPING CARS
WITH ALL THE THROTTLE DAMPENERS
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Miss V.M. says: You're not so tough!

Think you're a he-man?
Not a thing can hurt you?
Stop kidding yourself, pal.
A locomotive is a lot tougher
than you. So's a boxcar.

That's why the kind of
he-man I admire is the one
who is cautious when he is
around cars and locomotives
and cranes and other equipment.

This he-man I refer to
follows safety rules, and I
mean strictly. To the letter.
He's not a sissy. Just smart.

He knows he would never
be able to take a girl dancing
with his arm and leg in a cast.

This month's Miss Vital Moment
is Carole Shepherd, secretary
in Regional Comptroller's Office
at Indianapolis, Indiana.