

**PENN CENTRAL**



**POST<sup>®</sup>**

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

JULY-AUGUST 1970

HE HAS FIVE GOOD REASONS

See Page Five



# PC IN REORGANIZATION

## Railroad seeks way out of financial crisis

The financial difficulties of Penn Central Transportation Company reached a climax on June 21.

After a seven-hour meeting on that rainy Sunday at Philadelphia, the Board of Directors filed a petition for reorganization under the Federal Bankruptcy Act.

The Board stated that the action had to be taken "because of a severe cash squeeze and having been unable to acquire from any source additional working capital."

At 5:40 P.M. on the same day, U.S. District Court Judge C. William Kraft, Jr., signed an order approving the petition.

This permitted the Penn Central Transportation Company to retain possession of the railroad system, to continue operating it and to conduct other normal business until the Court appoints trustees and the appointments are approved by the Interstate Commerce Commission.

After that is done, the trustees will have complete authority over the Railroad, under the general supervision of the District Court.

The action of the Board of Directors was taken under Section 77 of the Bankruptcy Act, which provides the means for the reorganization of a company and continuance of its operation. This differs from ordinary bankruptcy, which involves liquidation of a company and sale of all its assets.

Paul A. Gorman, Penn Central's board chairman and president, sent a letter to employees requesting them to stay on the job and "give the best possible service to the thousands of shippers and millions of passengers who are dependent on us." He pointed out that many railroads have undergone reorganization and have returned to a position of success and prosperity. (Text of the letter appears at right.)

During the 1930's and 1940's, there were 36 railroads in reorganization under the Bankruptcy Act, and many of them were materially upgraded during that time. The Missouri Pacific was the most recent to be restored to private operation—in 1956—and is now a prosperous railroad.

Mr. Gorman also sent a letter to shippers who use Penn Central freight service, pledging "to renew our efforts to meet your transportation needs satisfactorily and do our best to provide improved service."

"We ask for your confidence and cooperation. Your continuing patronage can help us recover our strength and service capability."

Mr. Gorman had been elected chairman of the board and chief executive officer only nine days before.

Things had been moving with a rapidity impelled by the Railroad's mounting losses.

The Penn Central Transportation Company had ended 1969 with a net loss of \$56,328,000—more than \$1,000,000 per week. In 1970, for the first three months alone, the loss was \$62,709,000—almost \$5,000,000 per week.

In May, the Company sought to obtain urgently needed cash through an issue of \$100,000,000 in debentures, or unsecured bonds. Despite an interest rate of 10½ percent, the bonds did not attract investors. The Company withdrew the offering on June 2, and urgently sought other sources for loans.

On June 8, the Board of Directors met in emergency session. Following the meeting, the Board announced that Paul A. Gorman, who had taken office as president on December 1, 1969, would now serve also as chairman of the board.

Mr. Gorman succeeded Stuart T. Saunders, who retired as chairman. The retirement of David C. Bevan, chairman of Penn Central's Finance Committee, was also announced. They both resigned as directors of the Company. Alfred E. Perlman gave up his position as vice chairman, and subsequently resigned as a director.

Several days earlier, Mr. Saunders had initiated discussions with a number of Government officials in Washington, to give them the facts on Penn Central's financial plight and to stress the need for Government aid.

These officials became deeply concerned about the possible failure of this key transportation company and the effect on the Nation's economy. They evolved a two-part aid program. After a meeting of high officials of the Government, U.S. Senator Hugh Scott, of Pennsylvania, announced the details on June 9:

First, the Government would immediately arrange to guarantee \$200,000,000 of loans for Penn Central. The Government would not put up any money; Penn Central would borrow the money from banks and other lending institutions, and the U. S. Department of Defense would guarantee that Penn Central would repay it. The guarantee would be given under the Defense Production Act, which provides for aid to industries important to the national defense. Penn Central is the exclusive rail link for 26 defense facilities.

The second step, proposed by the U. S. Department of Transportation, was a new act providing for \$750,000,000 in loan guarantees for railroads, including Penn Central, which are in financial trouble because of inability to borrow money on their own credit.

To Penn Central Employees:

I inform you with deep regret that our inability to get additional working capital for the railroad has left us no alternative but to file a petition for reorganization under the Federal Bankruptcy Act.

I earnestly request you to stay on the job and to renew your determination to give the best possible service to the thousands of shippers and millions of passengers who are dependent on us.

We expect to keep you informed on the actions and plans of the company and we need your full cooperation and best efforts to meet our responsibilities for good service.

As we proceed in operating under supervision of the court, we must make every effort to overcome the difficulties and solve the problems of our railroad.

We must dedicate ourselves to developing teamwork and reviving spirit. This is vital for regaining the capability to operate our railroad system profitably, to the satisfaction of the public.

I would like to remind you that many railroads have undergone reorganization and have returned to a position of success and prosperity. With your help we can do the same.

Sincerely,



Paul A. Gorman  
Chairman and President

These two plans offered Penn Central a way out of its financial crisis. The Railroad's most pressing problem was the fact that loans previously made were coming due and there was no cash to repay them. The Government's guarantee for \$200,000,000 of new loans would provide the means.

Acting on the prospect of a Government guarantee, a group of banks promptly began making arrangements for a joint loan to Penn Central. An agreement was worked out by Jonathan O'Herron, Penn Central executive vice president for finance, and his staff.

However, opposition was developing among some U. S. Senators and Representatives. Several members of the Senate Commerce Committee expressed doubts about the proposed act to provide \$750,000,000 of loan guarantees to railroads. In the House of Representatives, Congressman Wright Patman, of Texas, chairman of the Banking and Currency Committee, and several committee members asked the Department of Defense to hold up any action on the emergency \$200,000,000 loan guarantee until the committee could hold hearings.

On Friday, June 19, officials of Penn Central and the group of banks gathered in New York to sign the loan agreement, first waiting for final word that the Government's guarantee had been granted.

But at 5 P.M., an announcement from the Department of Defense halted any further action on the loan.

"The Department of Defense has decided not to guarantee bank loans to the Penn Central Transportation Co., under the Defense Production Act," the announcement stated.

"The Department of Defense considered guaranteeing the loan based on indications from Congressional leaders that legislation could be passed promptly under which the guarantee could be taken over by the Department of Transportation.

"In the light of growing uncertainty regarding enactment of that legislation, the Department of Defense has declined to make the guarantee."

Mr. Gorman immediately notified the Board of Directors that the expected bank loans now could not be obtained, and asked them to gather for a meeting on Sunday, June 21. In the meantime, Mr. Gorman and members of PC's executive committee went to Washington to discuss the grave situation with Congressman Patman and his staff.

They were unable to persuade him to withdraw his opposition to the emergency loan guarantee. Congressman Patman maintained that the Government should not be in a position of shoring up corporations in financial difficulty.

On Sunday, the Board of Directors, meeting in Philadelphia, concluded that the only course left was a petition for reorganization under the Federal Bankruptcy Act.

The petition was filed only in behalf of Penn Central Transportation

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Company, of which the Railroad is the main constituent.

On June 23, a judge was chosen by lot among the 13 members of the U.S. District Court for the Eastern Pennsylvania District to preside over the Penn Central reorganization. He is Judge John P. Fullam, who became a Federal judge about four years ago.

He will appoint the trustees who will direct the Railroad's operations and be responsible to him for all the company's affairs. The Railroad's officers will report to the trustees.

Meanwhile, the Railroad continues to operate under existing management. Service continues. Maintenance programs continue. Sales personnel continue their efforts to build business.

"I am gratified by assurances we are receiving from shippers throughout the system that they will cooperate with us in our efforts to meet their transportation needs," said Edward G. Kreyling, Jr., PC executive vice president in charge of traffic.

"The Penn Central Traffic Department is telephoning and writing thou-

sands of customers who are dependent on us for service, asking them to continue to ship via Penn Central. Our customers are sticking by us during this crisis, with only a very few exceptions."

Penn Central people continue to work with the awareness of the Railroad's importance to its territory. Penn Central serves 16 states containing more than half the country's population, 55 percent of its industry, and eight of America's ten largest cities, as well as two provinces of Canada.

Mr. Gorman called on Penn Central people to help preserve service "by performing your duties at your very best, whatever your railroad job may be."

"I have always admired the way railroad people react to meet an emergency," Mr. Gorman said. "Whatever the crisis—a derailment, a fire, a track washout—railroaders are noted for their skill and energy and dedication in surmounting the problem.

"I am confident that Penn Central people will respond to the present emergency with the same spirit."

## New idea blooms at Cleveland Lab

Meet Linda Treichel and the crown vetch.

They're both cute little things.

Miss Treichel works at the Cleveland Research Laboratory of Penn Central.

The crown vetch is a vine-like plant which railroaders hope to put to work.

Penn Central scientists have planted three acres of crown vetch at the Big Four Yard, near Indianapolis, Ind. Now they're keeping an eye on it to see how effective it is in crowding out weeds that cause trouble for railroads.

"From June to August, you can recognize the crown vetch by its lovely little pink and white flowers," Miss Treichel says.

But the railroad scientists are less interested in the flowers than they are in the roots, here being displayed by Miss Treichel.

Deep roots make the plant hardy. And they help prevent erosion and washout of the soil that supports the right-of-way.

"The root growth of the crown vetch is spectacular," says James C. Story, youthful manager of bio-engineering at the PC Cleveland lab.

"After a short period of growth, there is a taproot about a foot long. The fully mature plant, after two growing seasons, will have a taproot going down 16 to 18 feet.

"A typical weed found beside a railroad right-of-way will rarely have a root more than a foot deep.

"Thus the weeds do little to hold the soil, while growing high enough to obstruct vision and hamper the work of maintenance-of-way crews."

To get rid of such weeds, railroads have used mowing machines and chemical sprays. Both methods are time-consuming and not always effective.

Chemicals may defoliate the weeds but leave the stalks standing, thus obstructing vision along the track.

The crown vetch hugs the ground in a dense low-profile mass, not posing any problem of visibility or safety.

"Furthermore," says Mr. Story, "weeds and grass can catch fire, while the crown vetch retains substantial moisture in the stem and actually serves as a fire retardant.

"And the crown vetch can be planted along deep cuts and ravines where it's difficult to operate mowers or weed sprayers."

The crown vetch is one of many unusual avenues of study being pursued at the Cleveland Research Laboratory.

"It's an exciting place to work," says Jim Story, who came to work there three years ago, after obtaining a Bachelor of Science degree at Bowling Green (Ohio) University.



He's been interested in plants since the age of 5, when he started his own flower plots. Beginning at 13, he worked on farms during summer vacations.

"My father was constantly being

transferred by his company, so I grew up in Mississippi, Alabama, Arkansas, Michigan and New York," Jim Story says. "Rather unsettling—but I learned about a lot of different kinds of plants."

## Flowers for Jean



When Jean Lee was off sick a few months ago, the customers missed her.

Mrs. Lee, ticket clerk at Baltimore, Md., received a bouquet of flowers from one passenger, Howard Head, chairman of the board of the Head Ski Company.

"I wish you the speediest possible recovery, and I feel certain that I am joined in this

thought by what must be a whole coterie of special customers who miss your smiling face," Mr. Head wrote.

"I want to tell you that it is a real pleasure in these mechanized days to have one individual operating within a large and increasingly systematized organization who still can take the trouble to treat individuals individually . . . with care and courtesy and cheerfulness."

## Mei-Ching Speaks

Mei-Ching Lai, a foreign student at Seton Hill College, Greensburg, Pa., was on her way back to school but mistakenly took a train that did not stop at Greensburg.

"Conductor M. L. Oliver and his crew went to a lot of trouble to let me off at Greensburg, an unscheduled stop," she wrote later.

"They certainly went far beyond the call of duty to help a foreign student on her first train ride in the U.S.A.

"My congratulations to Penn Central on having such wonderful, conscientious and helpful employees!"

## Six More Trips

The Mystic Valley Railway Society, an organization of New England rail fans, recently took a trip on Penn Central sleeping cars from Boston to Baltimore and back. The society later praised PC people who helped arrange the trip and served on the trains.

Commended by the society's acting director, W. Russell Rytko, were:

Samuel Vaughn and Albert Barne, of the Boston passenger department; Attendant Henry Smith ("very courteous and attentive to all our needs"); Attendant John H. Jenkins ("very friendly and efficient"); Attendant William H. Smith ("made us feel like guests in his home").

The good service has convinced the Society to plan six more trips on the Penn Central.

## Preserving Service

After taking a group of children from the Holmesville (Ohio) School on a train ride, Teacher Faye J. Bridenstine wrote in appreciation for the pleasant trip. She also enclosed letters from the children.

Miss Bridenstine expressed the hope that service will continue through Canton, Ohio, and that "school girls and boys may have the privilege of taking train rides for many years to come."

W. E. Baird, manager of public relations in PC's Central Region, wrote in reply:

"The Rail Passenger Service Act is now being studied in the United States Congress. If it is passed, it will probably mean that at least some trains will continue to operate through Canton.

"It would be helpful if you and your pupils wrote to your Congressman, to let him know your feelings on continuing passenger train service."

# Building them bigger and bigger

How big is this car?

"Well, you put three of them in a row and that's almost as long as a football field," says Joseph M. Maucieri.

He's one of the men at Samuel Rea Shop, Hollidaysburg, Pa., where they've recently finished building 154 of the new X-67 type boxcars.

**X-67 is the biggest boxcar ever built in the Railroad's shops.**

It's 93 feet long, from coupler to coupler. It's 17 feet 2 inches high, and 9 feet 10 inches wide.



Car Repairman John Fliglebauer reams rivet holes, insuring tight fit for roof panels.



John Alamprese tests bulkhead that keeps freight securely in place aboard X-67's.

It can carry a load of 145,300 pounds.

"Wouldn't take many of them to make a dozen," kidded Painter Richard H. Wood as he spray-painted a big PC on the side of one of the giant cars.

"It looks like a big green field before the men start stenciling it," commented Nick J. Orsena, paint shop general foreman.

The men at Samuel Rea Shop have been turning out some whopping sizes of rolling stock on their production lines. They've built 89-foot flatcars for TrailVan piggyback service. They've built high-cube boxcars, 60 feet long, 17 feet high, to carry home appliances.

The X-67 boxcar tops everything—except for several super-size flatcars, custom-built and few-of-a-kind.

The X-67 was designed by a team under George R. Weaver, director of equipment engineering. Involved were Wayne F. Bugg, senior mechanical engineer; Richard W. Dawson and Americus C. Vitale, mechanical engineers.

The new cars have built-in bulkheads—gates to keep the shipments in place. They have steel rub rails, for easy loading and unloading. Some have belt rails, which are steel fixtures to which crossbars can be attached to support and secure the loads.

The cars' assignment: To carry automobile parts.

They'll haul fenders, hoods, doors, side panels, motors, transmissions.

To further protect the shipments, the cars have end-of-car cushioning. They also have coupler centering devices. These assure that during coupling, one car's coupler won't bypass the next car's.

"The X-67 is so high, we had to design a special low-profile dolly to move it through the paint booth," said Emery W. Neely, general foreman of the production line where the cars were built.

"We started with a two-wheel dolly, but had to go to three wheels because of the weight.

"And please note the white stripe we've painted across the top of the car at each end.

"That's a signal, loud and clear, to all railroaders who'll handle the X-67 boxcar.

"It says: 'Hey, I'm extra high—17 feet 2 inches.

"I need special handling at loading platforms and warehouses to

White stripe means: "I'm extra high"



Easy does it as giant X-67 is inched from Samuel Rea Shop, world's largest railroad shop.



PC herald is added to green field of an X-67 by Car Repairman Richard Wood.



Carmine Gesumaria puts colored stripes on X-67. Such labels are going on all U.S. boxcars for automatic car identification.

make sure I don't bump into roofs or overhangs.

"I need special routing to clear overhead bridges and tunnels."

"That's what the white stripe says.

"And if all you railroaders take good care of these cars we Samuel Rea men have built, what we'll say is:

"Thanks!"

## Why he won the Silver Beaver

During World War II, Howard E. Ensinger was chief boatswain's mate on a landing ship in the Pacific.

He made a surprising discovery: Most of the better sailors—the ones who did their tasks without grumbling, showed initiative, were obedient and cooperative—had formerly been Boy Scouts.

"That impressed me deeply," says Mr. Ensinger, who works for Penn Central as a car inspector at Newberry Junction on the Williamsport Division.

"So when I got out of the service, one of the first things I did was join the scout committee of our church—Memorial Baptist at Newberry. A group of boys asked me to be scoutmaster. I said I'd give it a try.

"I've been in scouting ever since."

Recently Mr. Ensinger was given the Silver Beaver Award by the West Branch Council of the Scouts.

That's the highest award a Scout council can give an adult scouting volunteer.

The citation said a lot about Mr. Ensinger. Some excerpts:

"You have served as scoutmaster, committeeman, troop chairman, assistant cubmaster, Webelos den leader, and neighborhood commissioner.

"You have been actively engaged in Camp Kline's summer program, in council and district training courses, and numerous Camporee staffs.

"Your dedication and enthusiasm has led hundreds of boys along the trails to manhood better prepared in

their religious duties and citizenship awareness.

"You have served your church as Sunday School teacher, Youth Fellowship leader, craft instructor in the summer Bible School, and church trustee.

"You have played Santa Claus to the children of your neighborhood for many years, and you and your wife are considered as second parents by many of them.

"You are truly a friend to all." His wife, Gladys, is as enthusiastic about scouting as he is, Mr. Ensinger says. She used to be a Girl Scout.

But he never was a Boy Scout.

"When I was a boy," he explains, "my family repeatedly moved, and I didn't get established in any place long enough to join a troop.

"I've always regretted that."





## GO POWER for PENN CENTRAL

This photo, taken at LaGrange, Ill., packs a lot of power—66,000 horsepower, to be exact.

Rolling across the camera lens and out of the picture are 33 new diesel locomotives, built for Penn Central by the Electro-Motive Division of General Motors Corporation.

These 2000-horsepower units, designated ERS-20a, will be used mostly for yard service. They cost \$235,963 each.

Penn Central does not buy these locomotives—it leases them. Cash is not available for outright purchase. The Railroad pays a rental of

\$13,906 every six months for each unit.

Penn Central now acquires all its new locomotives under leasing arrangements.

An ambitious program of new acquisitions is beefing up Penn Central's locomotive fleet to improve service to customers. In May, the Railroad placed an order for 125 new diesel units, with deliveries to begin in September. They will include 45 heavy-duty 3000-horsepower units for heavy freight service; 70 units of 2000 horsepower for general purpose use; and 10 yard switchers of 1500 horsepower.

"This order will bring our 1970 diesel acquisitions to 252 new and 60 rebuilt units," said Robert G. Flannery, executive vice president. "These 312 locomotives will provide improved and more reliable service for high-speed through freight trains, for secondary and branch line service, and for switching in classification yards.

"When deliveries are completed in December, we will have added 692 diesels to our motive power fleet since the merger of February 1, 1968. We must use this expensive equipment with the greatest care and efficiency."

### Cold Action in Indiana



It was a raw, windy, 9-below-zero day.

The roads were packed with ice and snow.

Dr. Reinhard E. Schultz, Jr., a Purdue University professor, was driving south on U. S. 52 toward Lafayette, Indiana.

His car suddenly skidded off the road and down an embankment into a snowdrift.

Dr. Schultz was seriously injured. He was unable to crawl from the car, which was not visible from the highway.

But the crew of a southbound Penn Central freight train spotted the wreckage, stopped and radioed a train dispatcher. He promptly put in a call to the Benton County sheriff's office.

An ambulance was waiting when Dr. Schultz was lifted from the wreckage.

State Police credited the train crew's alertness with sav-

ing his life in the sub-zero weather.

Recently Dr. Schultz, now fully recovered from his injuries, came to Indianapolis to join Penn Central in honoring the five-man crew.

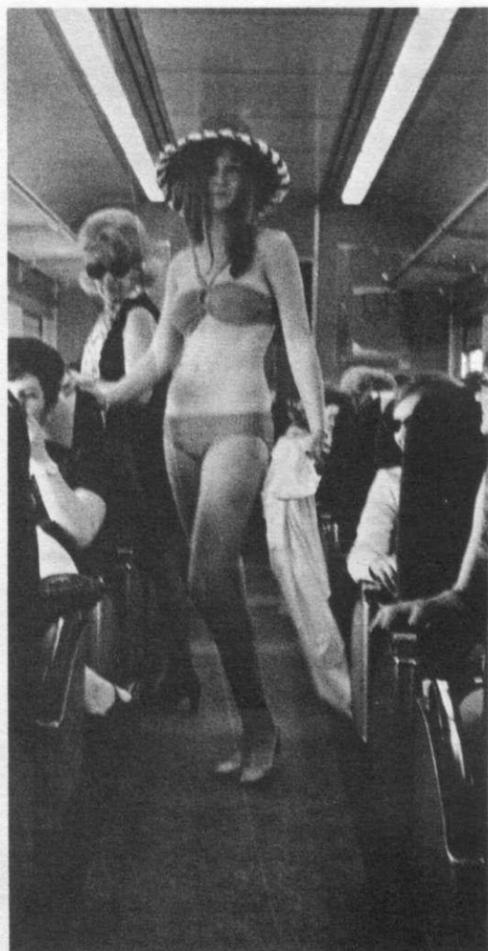
In photo taken by Indianapolis Star, Karl F. Kalsow (left), superintendent of Indiana Division, awards Savings Bonds to:

Fireman G. H. Cravens, Conductor E. M. Roadruck, Engineman J. P. LaBolle, Brakeman W. J. Zeis. Brakeman B. W. Smoot wasn't there for photo.

Dr. Schultz (2nd from left), a 26-year-old mathematics professor, also presented bonds.

Superintendent Kalsow noted that PC crews have frequently rescued stranded motorists and transported emergency food rations when highways were rendered impassable by blizzards and snowdrifts.

### Brief Notes from Brazil



Jackie Iannuzzi and Mary Jane Young (left) Penn Central secretaries, bring a bit of Brazil to a Philadelphia-New York train.

It's hot in Brazil.

"That's why our coffee tastes so good and our girls wear such brief bikinis," commented Marie de Lourdes Bautzer, of the Brazilian Consulate in New York.

To prove her point, she had some of each on hand on a recent Ladies' Day Special, running from Philadelphia to New York.

Sample packets of Brazilian coffee were presented to all the passengers.

The bikinis, however, were just for looking.

They were amply displayed by Jackie Iannuzzi and Mary Jane Young, secretaries in Penn Central's Market Planning and Research Section. The bathing suits were on loan from B. Altman & Company, St. Davids, Pa.

The brief but brilliant slashes of color from the bikinis served to highlight the Brazilian costume worn by Leslie Mogul, special projects secretary in PC's Public Relations and Advertising Department.

Her authentic native costume was shown through the courtesy of the Brazilian Consulate. It included a

colorful turban-type headdress, lace blouse, beads and ankle-length skirt.

On previous Ladies Day trains from Philadelphia to New York, the shows featured fashions and foods from Mexico, Ireland, Switzerland, Italy and France.

In July, the Glamour Route presentations go on trains between Philadelphia and Washington on Tuesdays and Wednesdays.



PC Secretary Leslie Mogul gives out free packets of Brazilian coffee to passengers.

# Your opportunity to get in on the Bond Savings Plan

Robert J. Redfern's five good reasons for buying U.S. Savings Bonds are shown on the cover.

They are:

His wife, Marie, and his daughters Patricia, aged 4; Nancy, 7; Kathleen, 9; and Mary, 10.

"When I buy U.S. Savings Bonds, I'm buying security," he says.

"Bond buying not only provides my family with a nest egg for emergencies, but also helps preserve our country's strength and security.

"Bond buying helps control inflation, too.

"It's a good deal all around."

Bob Redfern, who works in PC's General Accounting Department, buys a bond a month through the Payroll Savings Plan.

He's one of thousands of Penn Central people who regularly buy U. S. Savings Bonds with payments taken automatically out of their paychecks.

Employees who haven't yet taken advantage of this program received a pre-printed card with a recent paycheck.

"All you have to do is indicate how much you want to save, and return the card to your supervisor," says U. William Cunitz, PC director of public relations and chairman of this year's bond campaign.

For those who might mislay the card, and for employees already in the Bond Plan but who want to increase the amount, the form at the

bottom of this page may be used.

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

**Bonds has been raised to 5%** on bonds held to maturity—5 years and 10 months. (4% first year; 5.2% thereafter till maturity.)

**Bonds keep earning interest** even after the maturity date—for a total of 15 years and 10 months. Interest has been periodically extended on all Savings Bonds ever bought—as far back as 1941.

**Bonds may be cashed in**, with any accrued interest, beginning two months after they were bought.

**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.

**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. Savings Bonds are the most widely bought of all securities," Mr. Cunitz says.

"The cash value of Savings Bonds now held by the American public is more than 51 billion dollars."

On this page, typical PC employees tell why they regularly buy U. S. Bonds through payroll savings.



**William A. Rudy, pipefitter:** "I've been saving this way for 28 years. Where can you find a better place to invest your money than with your own Government?"



**A. J. (Gus) Traub, inspector, communications & signals:** "I started buying U.S. Bonds by payroll savings back in 1942. Smartest thing I ever did. Whenever I've needed money for a special purpose, it's been there."



**Roy R. Fortney, general yardmaster:** "The bonds I bought helped put my boys through college. Now I'm buying bonds for retirement."

## How Your Bonds Grow

Save each month	And you will have			
	1 year	3 years	5 years 10 mos.	15 years* 10 mos.
\$ 6.25	\$ 76	\$ 237	\$ 494	\$ 1,771
\$12.50	\$151	\$ 474	\$ 993	\$ 3,548
\$18.75	\$228	\$ 714	\$1,493	\$ 5,342
\$37.50	\$455	\$1,428	\$2,985	\$10,684
\$56.25	\$683	\$2,142	\$4,478	\$16,025

\*Assuming continuation of 5% interest through the 10-year extension period



**Walter Fluellen, chauffeur:** "With four children, I figured that steady savings was a smart thing. I've been buying U.S. Bonds by payroll savings for five years."



**Maurice R. Logan, engineman:** "Buying bonds means you're putting your savings with your Government, and there's nothing as solid as that."



**John J. Ellinger, yard conductor:** "Having the money taken out of your paycheck is a painless way to save. If you don't see it, you don't spend it."



**Gayle A. Shultz, stenographer:** "My smart husband makes me buy U.S. Bonds—otherwise I'd spend all my pay. Kidding aside, I have three little ones at home to educate. These savings will come in handy."



**John C. Sweigard, track foreman:** "I've been collecting U.S. Bonds for two years. They'll come in handy—I'm getting married soon."



**Vernon M. Mowrer, engineer of work equipment:** "I've been buying bonds for five years. I'm not saving for anything special, but you never know when an emergency may come."

Prepare one copy of this form, Send to:  
MGR.-EMPLOYEE BENEFITS, 15 N. 32ND ST., PHILADELPHIA, PA 19104

**PAYROLL DEDUCTIONS - U.S. SAVINGS BONDS**  
MPA 700 REV, PRINTED IN USA **SERIES E**

**SECTION 1** NAME (Last, First, middle initial) SOCIAL SECURITY NO.  
**COMPLETE ALL INFORMATION IN THIS SECTION (please print)**

REGION DEPT. LOCATION OCCUPATION EMPLOYE NO.

THIS IS A:  
 NEW ACCOUNT  CHANGE IN ADDRESS  CHANGE IN DEDUCTION  
 CHANGE IN CO-OWNER OR BENEFICIARY  CHANGE IN DENOMINATION

**SECTION 2** Each time the required amount has accumulated to employee's credit, a bond will be purchased and delivered to the 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 1ST PERIOD  2ND PERIOD  MONTH EFFECTIVE

or to **REGISTER BONDS IN THE NAME OF AND MAIL TO**

MISS NAME (FIRST, MIDDLE INITIAL, LAST)  
MRS. ADDRESS (NUMBER & STREET, CITY & STATE)

CO-OWNER OR  BENEFICIARY  
MISS NAME (FIRST, MIDDLE INITIAL, LAST)  
MRS. IN THE NAMES OF TWO (BUT NOT MORE THAN TWO) ONLY ONE CO-OWNER OR ONE BENEFICIARY

**SECTION 3** THE ABOVE HAS BEEN AUTHORIZED AND IS TO REMAIN IN EFFECT UNTIL DEDUCTIONS ARE CANCELLED BY ME IN WRITING. (SIGNATURE) DATE

**SECTION 4** SIGNATURE & DATE REQUIRED

# Toledo Division railroaders claim they're No.1

Here's the way people on the Toledo Division say it:

When you work on most divisions, you're just another railroader. But when you work on the Toledo Division, you're special—you're in the middle of things—where the action is.

"When the merger started, which terminal was the first to be merged?" challenges Brakeman Charles L. Thomas.

"Toledo, of course."

"Everything else followed."

Stanley Yard, one of the major yards in the Toledo terminal, is the biggest on the Division. Its consolidation with Outer Yard made a fast, direct route for freight moving between Detroit and the East Coast.

"Stanley is six yards in one," says Donald C. Davis, a clerk in the yard office. "Try and top that."

"We're uno," claims Gene Gilsdorf, office supervisor at Division headquarters. "That means number one."

That's the way they talk on the Toledo Division.

This isn't the biggest of Penn Cen-

tral's 24 divisions. In fact, it's a little shorter than average—653 miles of line. But the men and women who work there think they're the key link in the whole PC chain.

"Just look at the trains that hustle through here," says Wynn Dunseath, terminal superintendent.

"North and south, they're the hot ones of the automobile and steel industries.

"East and west, they're main-line traffic between the East Coast and Midwest.

"And we originate enough traffic on our own to keep a division busy."

There are millions of bushels of grain—corn, oats, wheat, barley—and soy beans from the surrounding farmlands.

There are thousands of finished automobiles from the Ford assembly plant at Fairlane.

The Monsanto Company, at Ligonier, converts a mountain of chemicals into plastic containers. The lime from Woodville, Gibsonburg, Gypsum, and Genoa would be enough to nourish all the lawns in the U. S.

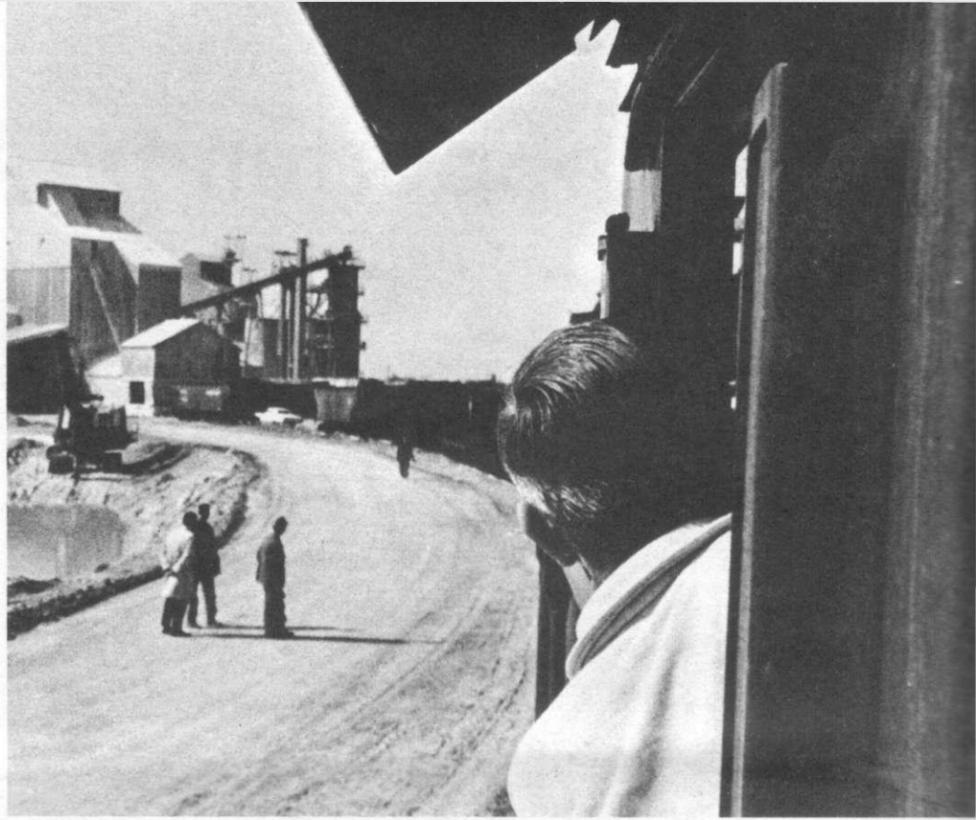
Soy sauce? You don't have to go to China. Toledo Division people move hundreds of carloads of it from the LaChoy plant at Archbold, O.

"You name it and we haul it," comments John L. Stanek, division superintendent. "From air conditioners, to paper products—from dog food to furniture. All these things, plus coal going to the lake front docks, and ore coming out."

Mr. Stanek is a slim, soft-spoken man. He served two years in the U. S. Army, rising to staff sergeant. He came to the New York Central in 1961 from the Milwaukee Railroad, where he started as a fireman. At 35, he's one of PC's youngest division superintendents.

He guides the work of about 2,000 men and women. Their Division consists mostly of the New York Central's Toledo Division. Going way back in history, this was part of the Lake Shore and Michigan Southern Railroad, which became the western extension of the NYC in the 1870's.

Also in the Division is the Carrothers Branch, which was part of the PRR's Fort Wayne Division, linking Detroit and Toledo with the main line at Bucyrus, Ohio.



On Carrothers Branch, Engineman Ken A. Kettinger moves cars for Ohio Lime Company.

But there is no census of how many of the Division people worked for the PRR or the NYC.

"We don't go for that kind of talk," snaps Andrew J. Conklin, transportation superintendent.

"There are no red hats or green hats here," he says, his voice rising. "The first guy that gives me that stuff will get bounced out that door. We're all Penn Central. We work as a team all the way down the line."

As a team, the Toledo Division people each day handle 60 through freight trains, 20 local freights, 6 passenger trains and 2 mail-and-express trains.

They're also wedded to the Toledo Terminal Railroad. This is a belt line which circles Toledo and connects with all the railroads serving the city. Penn Central is a major owner of this road.

"Almost all our facilities are surrounded by farmland," says Mr. Stanek. "We look rural, but we're mostly industrial."

"Our Division had a tough time right after the merger. The complexities of combining two different



At Stanley Yard, Vaughn Hague fills a diesel with sand, used for quick braking.

railroads interfered with operations and affected our service. But we have the merger blues well out of the way now."

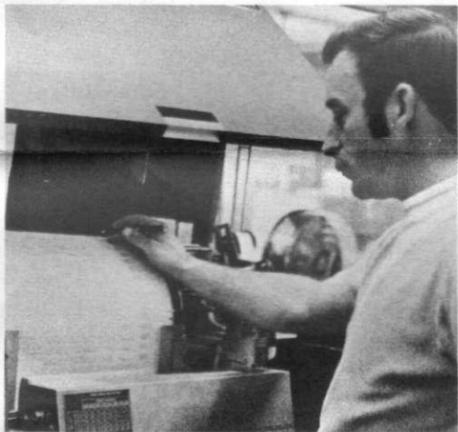
The Division people at Stanley Yard came out of the blues very nicely. Recently they have been classifying almost 2000 cars in 24 hours.

The yard is in the middle of the pancake-flat Ohio farmlands. Dust swirls from the fields as farmers plow beside the tracks.

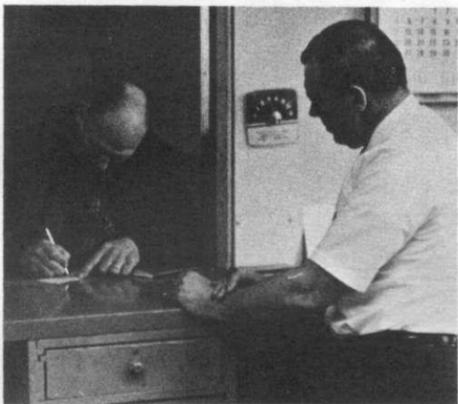
Trains to be classified over Stanley Yard's man-made hill come into Yard S. Yard K does the classifying on 42 tracks with a capacity of 2,750 cars.

Yard E dispatches cars for other railroads and cars for other yards on the Division. Local trains are made up in Yard O.

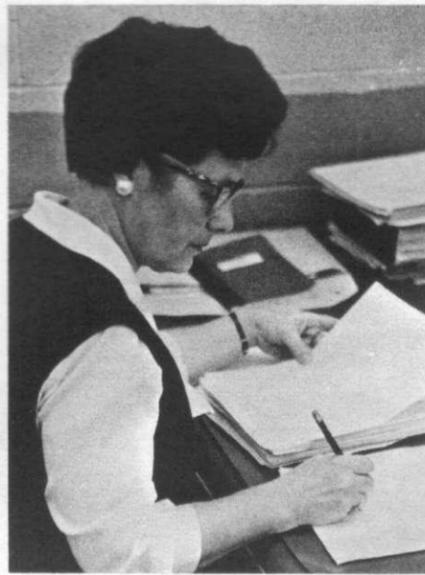
The newly constructed east-side and west-side departure tracks alongside Yard K are used to make up trains going north to Detroit and other Michigan points and south to Conway, Columbus, Cincinnati and



At Air Line Yard, Herbert E. Hart checks report of car movements off the computer.

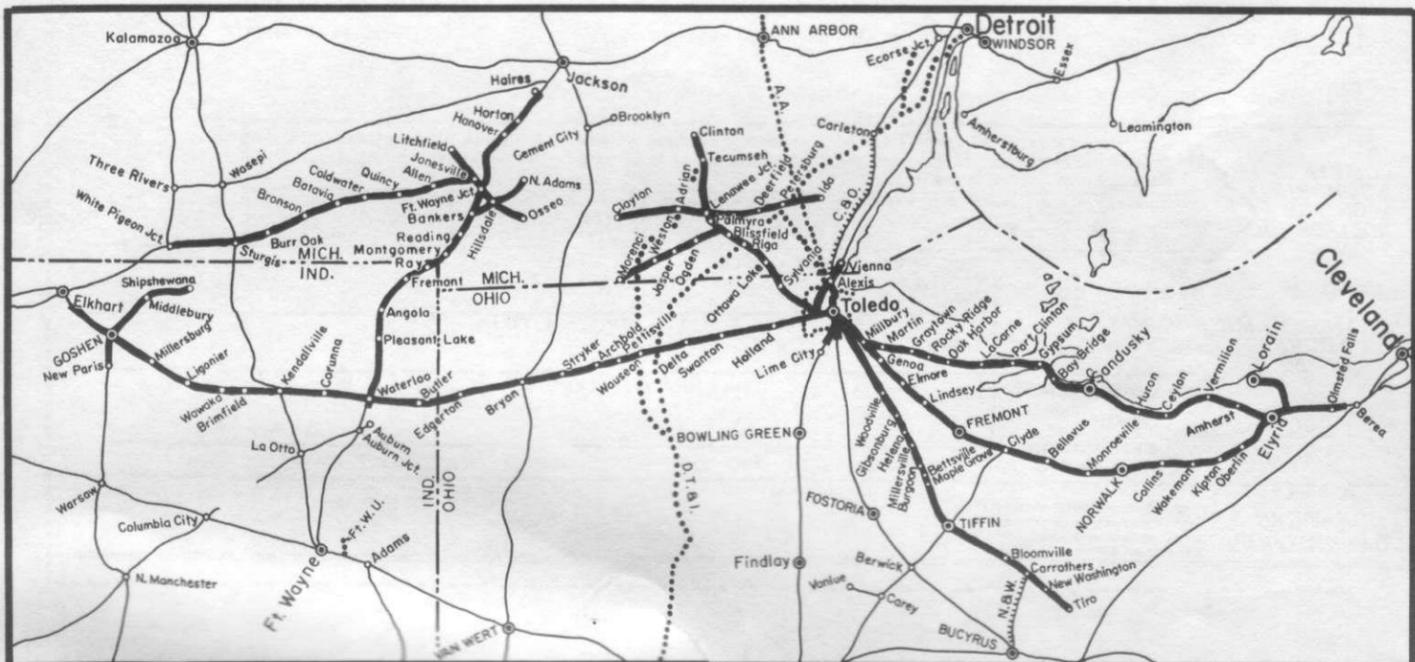


At freight station in Goshen, Ind., Phil Everett collects for car of seed potatoes.



At Fairlane Yard, Mrs. Marty Baumann goes over accounts of cars to Ford Co.

On map by T. N. Kellogg, heavy lines represent the 653 miles of Toledo Division.



Transportation Supt. Andrew J. Conklin reviews day's work with John L. Stanek, the Division's 35-year-old superintendent.





Butch Rode monitors hotbox warning device. It gives temperatures of car wheels passing nine points on the east-west main.

Indianapolis.

"We get inbound traffic from the Michigan Division, Elkhart Yard and Air Line Yard," says Wynn Dunseath.

"These come off the Miami Cut Branch. The Carrothers Branch is another hot line into the yard. It comes right through the lime district at Woodville and Gibsonburg.

"We're especially careful with trains like DE-7, which carry per diem cars for interchange. We make a big point of getting those cars off our line—fast."

In addition to originating several hot-shot trains, Stanley Yard men make up "The Whip," a train serving nearby Willis Day Industrial Park. Big firms there include Hunt Foods, Chrysler, General Motors, Whirlpool, National Biscuit, Goodyear and Cooper Tire Company.

Stanley Yard is also responsible for about 23 unit coal trains per week coming up from the Columbus Division en route to the Lake Front Dock and Railroad Terminal Company, another subsidiary of Penn Central.

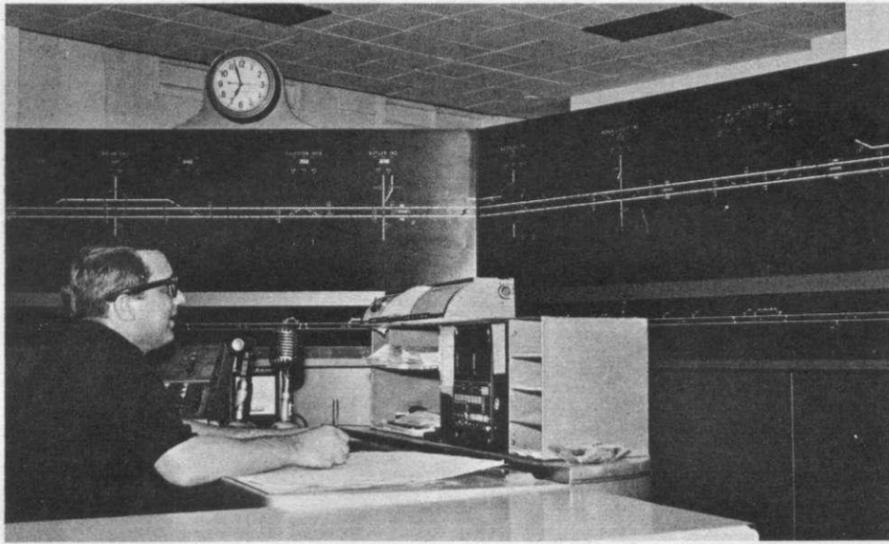
Delivered to the docks, the coal cars are lifted by gigantic machines, which turn them over and dump the coal into ships.

Last year, PC people moved 4.7 million tons of coal through the docks at the mouth of the Maumee



At Central Union Terminal, G. L. McDowell serves clergyman boarding train.

Calvin Johnson checks the bolts on track joint bars behind automatic tamping machine.



Dispatcher Robert C. Duncan controls train movements for 129 miles west of Toledo.

River, which runs into Lake Erie. Empty cars are loaded with iron ore and returned through Stanley to steel plants in southern Ohio and northern Kentucky.

The Toledo Terminal also handled more than 7.2 million tons of all-rail coal moving through for Detroit Edison, Consumers Power, Dow Chemical and other large customers in Michigan.

Stanley Yard has a modern spot-repair car shop, an engine servicing facility, and a covered-hopper cleaning line.

"We work three tricks servicing engines for the Division," explains Vaughn Hague, as he fills a diesel's sandbox. "They just keep coming and we keep working them. The engines are needed as fast as we can turn them out."

The car repair shop has two tracks for heavy repairs and two for light. It, too, operates 24 hours a day, and averages 60 cars.

"We can handle just about anything that comes along," brags Welder Joseph J. Lee. "That goes for just straightening out a handhold on a boxcar to replacing its trucks."

Air Line Junction is the center of east-west operations. It contains several yards.

Air Line Yard is the largest, with 64 tracks. Then there are Oakdale Yard, serving East Toledo; Piling Yard, serving the downtown Toledo area; the West Toledo Industrial yards, and Overland Yard, serving Kaiser Jeep Corporation.

Trains are closely monitored on



At Stanley Yard's car shop, Welder Joseph J. Lee straightens rungs of ladder.

the Division's Traffic Control System. Three boards with lights show the exact locations of trains.

"I handle them from Berea to Toledo," explains Train Dispatcher Luther F. Goodman. "That's about 92 miles of track and includes 22 towns."

As the trains near Toledo, Mr. Goodman passes them to Ernie T. Zogaib. He handles all the yard and road trains going through Toledo.

Mr. Zogaib passes them on to Robert C. Duncan, an avid antique collector in his spare time. He handles the moves west of Toledo.

"This is a smooth operation," Mr. Duncan says. "I'm in radio contact with all the train crews and other personnel out on the line. I even talk to Elkhart yard, at the western end of the Division, to coordinate the smooth flow of traffic to and from that major yard."

Hot items on these boards are the trains that handle cars to and from Fairlane Yard. This yard takes care of the Ford assembly plant, 35 miles west of Cleveland.

"This is the only plant in North America that makes Ford Econoline trucks," explains Engineman James C. Cox. The sturdily-built engineman takes as much pride in Ford's work as in his own.

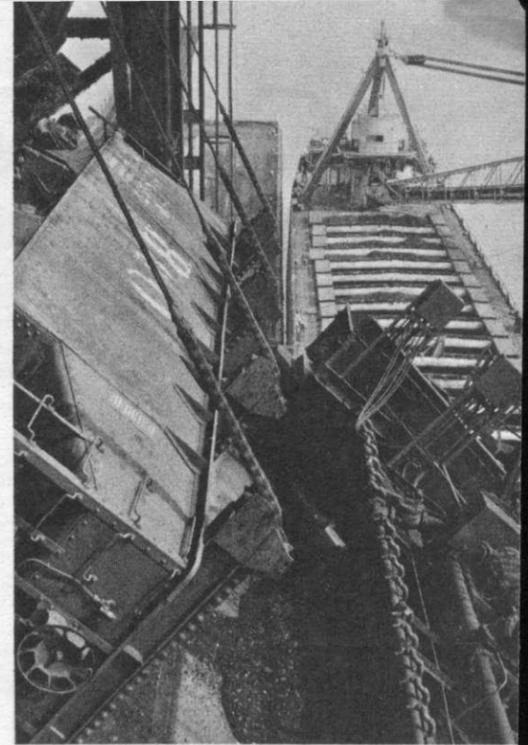
"This is the second largest assembly plant in the Ford complex," Jim Cox points out. "Penn Central helped Ford select this location, and our yard and business has grown with the plant's expansion."

A secondary artery on the Toledo Division is the Norwalk Branch. It roughly parallels the main line from Elyria to Toledo, through several small but important railroad towns.

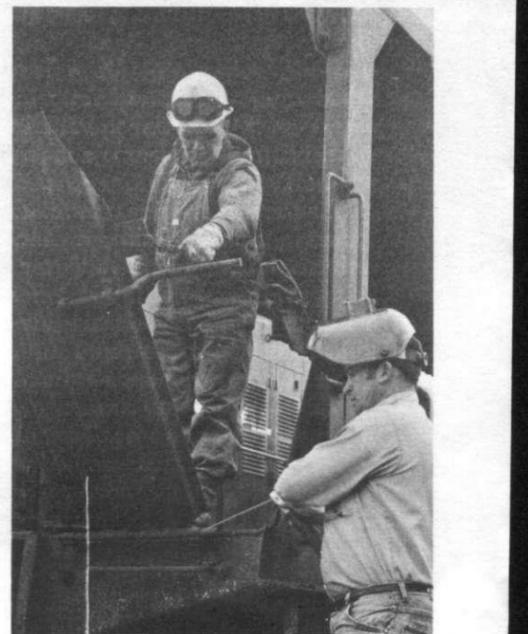
One is Norwalk, an interchange point with the N&W. At Genoa, branch crews serve U. S. Gypsum. At Fremont, they serve Union Carbide, Fremont Container Corp., and Moore Business Forms.

Back on the main line, crews from Sandusky Yard serve U. S. Gypsum, at Gypsum, O., and an important in-

Cutting cars at Sandusky Yard, C. T. Kuser signals Engineman Joseph A. Linden.



At Maumee River dock, giant machine turns car upside down, dumping coal in chute, which puts it in Lake vessel below.



C. L. Hardway and Arlen Ramsey fix bridge plate on car that carries new autos.

dustrial park with 27 miles of track at LaCarne, Ohio, on the site of former Camp Perry.

Crews at Elyria work the South Lorain Branch, connecting with the Lake Terminal Railroad, which serves U. S. Steel's Lorain plant. Penn Central men bring in coke and empty gondolas. They take out steel billets, steel slabs and finished pipe.

"You can see there's plenty of work on this Division," says Andy Conklin, the Division's husky transportation superintendent. "And we thrive on it."

"We're going all out to make this Division 'uno.' That's the big word around here. If you phone us one day and hear 'This is uno,' I hope you'll understand."

Diana Rogers, secretary in Superintendent's office, spreads the important message of preventing damage to freight.



# OPEN LINE

REPORTS FROM ALL OVER

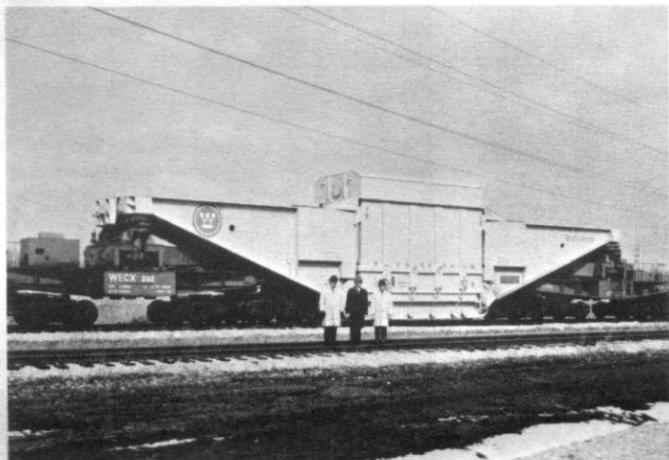
**Anti-pollution**—Penn Central has been taking vigorous steps to curb contamination from fuel oil, lubrication oil, water-treating chemicals, and residue from the washing of locomotives.

In recent years, all new or modernized facilities have been equipped with oil separation and settling basin systems to control flow to sewers, streams and rivers. Older shops and terminals have been provided with oil separator installation to meet local and state anti-pollution requirements.

The Railroad has spent an estimated \$10 million over the past 10 years to prevent discharge of petroleum wastes into streams and rivers.

However, in some places public agencies have declared the Railroad's measures inadequate. The U. S. Department of the Interior has given Penn Central six months to prevent diesel oil at Harmon, N. Y., from flowing into the Hudson River.

Pennsylvania's Sanitary Water Board has charged that oil from Penn Central's yard and shop at Enola, Pa., is polluting the Susquehanna River. Robert G. Flannery, PC executive vice president, stated that the Railroad has spent more than \$100,000 in recent years "to correct the problem of oil discharge from the Enola yard and shop, and our current fuel operations at Enola no longer constitute a threat to the area's environment."



**World's largest**—The three men in the photo look small because they're standing in front of the world's largest transformer. The huge electrical device is 30 feet high, 47 feet long, 25 feet wide. It weighs 514 tons when completely assembled and filled with oil, but for shipment, the weight was reduced to 410 tons.

Present as the big load was ready to leave the Westinghouse Large Power Transformer Plant at Muncie, Ind., were: Don Crum, Penn Central sales representative; Bill Kosa, Westinghouse traffic department; and Don Allen, Penn Central trainmaster.

The transformer, rated at 1,000,000 kilovolt amperes, was headed for Duke Power Company's Oconee Nuclear Station in South Carolina. It traveled on Westinghouse's Schnabel car, specifically designed for transporting large transformers, with a capacity of 1,000,000 pounds.

**Hauling trash**—City officials of Washington, D. C., are studying the possibility of disposing of trash by packaging it in plastic bags and having railroads haul it away. The trash would be compacted into one-ton cubes, wrapped in vinyl, and would be deposited in outlying locations to form a base for parks and recreation areas. Possible haulers of this kind of traffic would be Penn Central, Southern, and Richmond, Fredericksburg & Potomac.

**Truck strike**—Penn Central TrailVan operations had to be shut down at four major points, during the trucking strike. Drivers employed by trucking companies would not move loaded trailers in or out of the terminals, making it impossible to continue operations. Penn Central had to announce an embargo on movements of trailers and containers at St. Louis, Toledo, Cleveland and Chicago. Similar embargoes were announced by other railroads. Embargoes were lifted following settlement of the strike.

**New Haven improvements**—Officials of the Connecticut Department of Transportation and Penn Central toured the Railroad's electric generating plant at Cos Cob, Conn., to see the progress of a repair project. The plant, which supplies power for trains between New Haven and New York, is being rehabilitated under a \$2 million improvement program being financed by the States of Connecticut and New York.

The funds are also being used for refurbishing commuter cars, painting stations, improving signal systems, and installing two-way radio.



**Polling commuters**—Passengers riding Penn Central's six commuter lines in the Philadelphia area participated in a survey to help the Railroad plan future scheduling, ticketing, parking and other elements of suburban travel.

A 12-point questionnaire was placed on all morning trains, and passengers deposited their answers in marked boxes on arrival at their city stations.

Among the questions: Preferences as to arrival times inbound in the morning and departure after work; whether the commuter walks, drives, or is driven to his home station; whether alternate public transportation is available for in-town trips; whether autos are available for travel to and from center city.

The survey was made by Penn Central's new Philadelphia Commuter Area, which handles all aspects of suburban service. In photo, Charles J. Sutter, Jr., suburban planning engineer, starts study of the results.

**Aid for commuters**—Governor Nelson Rockefeller has signed a bill providing \$44.4 million for modernizing the Harlem and Hudson commuter lines in the New York area. The money, raised by a bond issue, is to be used after the State of New York completes an agreement with Penn Central for a 60-year lease of the two commuter lines at \$1 a year. Penn Central people will operate the lines under contract with a public agency, the Metropolitan Transportation Authority.

**Cleaner cars**—The addition of 45 car cleaners and improved maintenance schedules are producing cleaner cars for commuters in Penn Central's Metropolitan Region. Each of the 670 cars in the commuter fleet operating in and out of Grand Central Terminal gets an exterior washing twice a week, weather permitting. This work is done at Grand Central Terminal, North White Plains, and Croton-Harmon, in New York; and Stamford and New Haven, Conn. Interiors are cleaned at least once during the 24-hour period, and are swept out at terminals as time permits during turn-arounds. This is done at the points listed above, plus Poughkeepsie and Brewster, N. Y., and Danbury, Conn.

**Grade crossings**—A research report made for the Federal Railway Administration has recommended improvements at 30,000 rail-highway crossings, at a cost of about \$580 million. The study group said that this would reduce accidents by half.

The report also said there is need for new types of warning devices at crossings, because "the vast majority of crossings do not have sufficient volume of trains and vehicles to warrant the installation of devices such as automatic flashing lights and gates."

**Where the money goes**—A study of government spending plans for inter-city transportation in 1970 is reported by the Association of American Railroads.

It found that Federal, state, and local governments will spend \$19.9 billion for highways.

For waterways—\$820 million.

For airways, airports, aircraft development and airline subsidies—\$1.8 billion.

For high-speed rail transportation research, development and demonstration projects—only \$22 million.

The AAR study also compared what various forms of transportation have to pay for their right-of-way expenses.

Railroads spend about 20 cents out of every dollar they take in, to maintain tracks and other right-of-way structures.

Trucking companies, using highways instead of tracks, spend 5.1 cents, in the form of taxes and fees.

Airlines spend 3.3 cents.

Water carriers spend nothing. The Government does all the maintenance—with taxpayers' money.

**Safety honors**—The National Safety Council has given awards to three Penn Central divisions for their safety performance in 1969. The awards are based on the amount of safety improvement in 1969, compared with the three previous years. Allegheny Division and Pittsburgh Division received the Award of Honor, the highest award. Boston Division was presented with an Award of Merit.

**Competition?**—Pan American World Airways is considering plans to develop a "Metro-flight" service between Northeast Corridor cities now served by Penn Central's Metroliners, a Pan Am official stated in a recent speech. The plan includes the proposed use of two advanced types of aircraft—steep takeoff and landing (STOL) and vertical takeoff and landing (VTOL). These would not need large landing fields, and theoretically could operate in central city areas.

**Big money**—A consultant to the U. S. Department of Transportation estimates that the nation will have to invest \$30 billion over the next ten years to provide adequate mass transportation systems, by rail or bus, for passengers in metropolitan areas.

**High-speed lab**—A large site near Pueblo, Colo., has been tentatively chosen by the U. S. Department of Transportation for construction of a center for testing of high-speed transportation. Preliminary plans call for two tracks, one oval and one straight, each 20 miles long. Construction will take two to three years. The purpose is to test conventional rail vehicles and new types, such as cars with linear induction motors and vehicles that ride on a cushion of air.



"Now maybe you'll have time to learn the other half of your Safety Rule Book."

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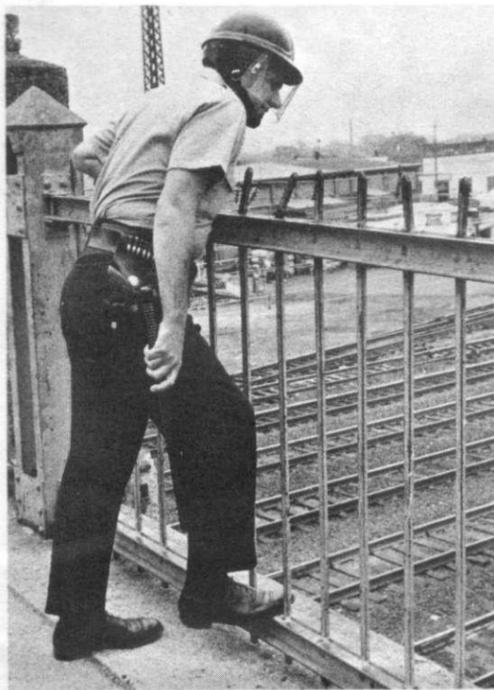
MANAGER—EMPLOYEE PUBLICATIONS  
Joseph Shallit

STAFF WRITER  
Joseph K. Harvey

STAFF PHOTOGRAPHER  
Nelson M. Stickler

CONTRIBUTING EDITORS

William E. Baird, Pittsburgh  
Joseph R. Ewing, Washington  
Robert S. McKernan, New Haven  
Cecil G. Muldoon, New York  
Saul Resnick, Chicago  
Farwell C. Rhodes, Indianapolis



PC Patrolman James J. Reif gets word of youths stoning trains, spots them and (right) arrests them.



# TRESPASSERS

## Big problem for railroad people

Recently, four boys were trespassing on Penn Central tracks. One was killed by a passing train.

A few days before, a Penn Central conductor, working on a switch engine, was shot and killed by a young trespasser.

Some time later, a vandal cut a switch lock and threw a switch in front of a passenger train. No one was seriously hurt, but the train was

derailed.

Another vandal put a joint bar on the track in front of a Metroliner train. The bar, which is used to join sections of rail, caused \$80,000 in damage to the train.

These incidents happened at widely scattered points on the Penn Central. They're part of an increasing number of reports on trespassers and vandals.

"It's a big problem," said Donald L. Nelson, Penn Central's director of security. "And it keeps getting worse."

In the first three months of 1970, more than 37,000 trespassers were ejected from Penn Central property by railroad police. The incidents occurred all over the PC system, but were concentrated in the heavily-populated Eastern area. It is impossible to estimate how many of these persons were bent on mischief. In any case, they all could be endangering themselves or others.

The PC police records during the first three months also include the following:

239 incidents of placing obstructions on the tracks.

319 incidents of tampering with switches, signals or equipment.

379 incidents of stones or other objects thrown or fired at trains.

"Our police are doing an excellent job," declared Mr. Nelson. "But it's physically impossible for them to keep every part of this huge railroad under surveillance.

"We need help. We need the help of every Penn Central man and woman in a position to see trespassers and vandals."

Train crews can help by notifying the nearest tower or the train dispatcher—by radio or other means—when trespassers are sighted.

Tower operators and dispatchers help by relaying such reports immediately to railroad or local police.

Yard switching crews help by shooing away any children seen on or near the tracks. If the trespassers are teenagers or adults, the yard men should notify the yard office, which should relay the report immediately to the railroad police office.

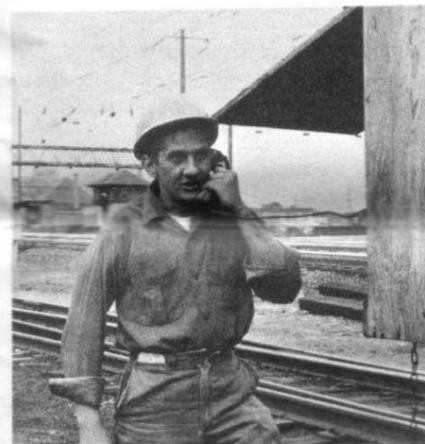
Trackmen and signalmen can give a warning through their foremen or direct to the nearest tower.

All other PC people who ride trains or drive near the tracks or near yards can help by being alert for trespassers and vandals and reporting them promptly.

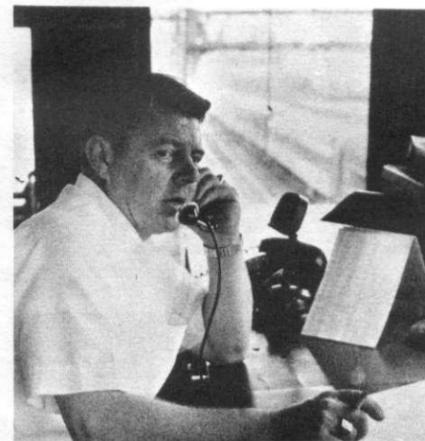
"In giving the information," Mr. Nelson says, "try to pinpoint the location, referring to prominent land-



William V. Hayes, PC assistant manager, safety engineering, tells school boys why a railroad is not a good playground and why only authorized crossings should be used.



Signal Maintainer W. J. Prusaitis notices trespassers, promptly phones block tower.



Block Operator R. H. Robinson immediately passes the warning to police radio desk.



Police radio sends message to Lieutenant A. C. Dougherty, on patrol in radio car.

marks, buildings or street names. Describe the individual by size and type of clothing and any other characteristic that will help identify the offender."

Some police are assigned to ground patrol at locations that have a bad history of stonings or other types of offenses.

The PC Security Department has working arrangements with state and local police across the System for cooperation in curbing trespassing, vandalism and theft.

The basic responsibility for keep-

ing children off railroad property rests on the parents, Mr. Nelson emphasizes.

"But I know that no railroader wants to see a child hurt because the parents neglected this responsibility," he adds.

"Nor do we want to see a fellow railroader or passenger hurt.

"A quick call to the Penn Central police can help prevent such dangers.

"I urge you to make that call and help your PC police get the intruders off our railroad."

### Three youths and a gun

Three youths have been arrested in the fatal shooting of a Penn Central conductor.

They were charged with first degree murder and conspiracy in the death of Norris M. Raughley, 56, who lived near Wilmington, Del.

In the early evening of April 28, Conductor Raughley was seated in a switch engine, servicing Wilmington industrial plants. Engineman Richard Finch was operating the switcher. The crewmen saw several youths playing on the tracks about 35 yards from the locomotive.

One in the group raised a rifle.

Raughley shouted "Don't shoot—don't do it!"

A .22-caliber bullet struck Mr. Raughley above the right eye.

He died in the hospital eight hours later.

A few days after the shooting, one youth surrendered to police. The arrest of two others followed.

Delaware and Wilmington police conducted the investigation. Lieutenant Richard C. Yost, of the Penn Central Police Department, worked with them.

It was Lieutenant Yost who found the empty shell of the fatal bullet, after crawling on his hands and knees through a patch of weeds.

# Road show on the Southern Region

Harold W. Martell is a stocky, rugged-looking man, who started on the Railroad as a track laborer in 1935.

"I was 18 years old," he says. "Thought I knew everything.

"But the foreman, a crusty old Irishman named Pat Cantwell, set me straight.

"He said, 'Kid, if you want to work around here, you've got to work one way—safely. You just follow the rules and we'll get along fine.'"

Harold Martell never forgot that. Years later, when he was a freight conductor, the train he was riding collided with an auto that had been driven on the tracks despite the warning of flasher lights. Two persons were killed.

Harold Martell never forgot that, either.

Today, as regional supervisor of operating rules and safety in PC's Southern Region, Harold Martell stresses two missions:

Safety for the public.



B. G. Willbrant, Columbus Division Engineer, explains keys to accident prevention.

Safety for the employees.

Both themes got equal billing recently in a "road show" he and associates put on in the Southern Region.

Traveling in a station wagon, they made stops in Columbus, Springfield, Cincinnati and Bellefontaine, Ohio; Anderson, Terre Haute, Richmond and Linton, Indiana; Marshall, Hillsboro and Champaign, Illinois.

At each place they set up their props in a meeting hall, opened the doors and welcomed a crowd of maintenance-of-way employees—trackmen, signalmen, carpenters, painters, electricians, work equipment engineers, track car drivers, and others.

They were there for an eight-hour training session and exchange of ideas.

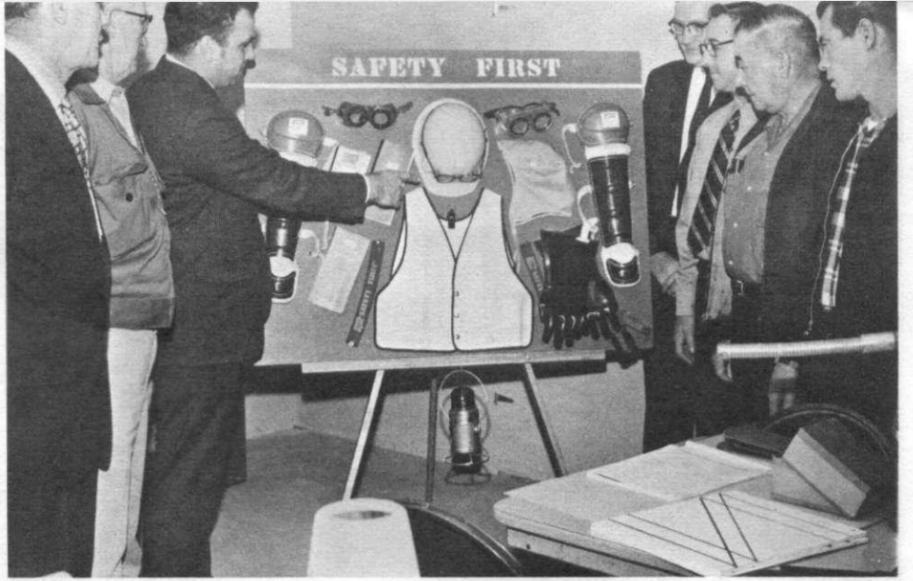
Harold C. Ekstam, regional safety supervisor, discussed key points in the M-of-W safety rule book.

"We're all experienced men, we all know the rules—but anybody can slip into some unsafe habit," Mr. Ekstam said. "The purpose of this session is to take a fresh look at our individual work practices, spot any unsafe rut—and get out of it."

George C. Horton, regional automotive engineer, talked about safe driving—on and off the job. He said:

"We're concerned about our own safety and also the safety of the general public—the people we pass on the road, the people who cross our tracks."

The Rules for Conducting Trans-



B. G. Willbrant displays safety "props". (Photo by the Bellefontaine Examiner.)

portation—popularly called the Book of Rules—was reviewed by the rules examiner of the Division in which the particular meeting was being held. Gilbert A. Stein, Jr., handled this assignment in the Columbus Division; Robert E. Drudy, Cincinnati Division; James A. Slavens, Indiana Division; Jesse J. Proffitt, St. Louis Division.

Also participating was each Division engineer—Bruce G. Willbrant, P. J. Harnish, A. E. Levergood, and Richard H. McDonald.

Movies, flip charts, photographs and safety equipment displays helped tell the safety story.

"And the public heard our message, too," Mr. Martell says.

"There were newspaper reports in all the cities we visited—plus radio and TV reports in several places.

"Many thousands of people were informed of our railroad's dedication to safety."

During the past three years, Mr. Martell has appeared repeatedly on WLBC-TV at Muncie, Indiana, to

talk to the public about grade crossing precautions and other safety topics.

"That's good community relations," he says.

"Every driver of a railroad vehicle can also promote good community relations," he adds.

"Your conscientious observance of safe driving will tell the public, more than words can, how committed we railroad people are to safety."



Supervisors H. W. Martell and H. C. Ekstam review press notices of safety show.

## From the President of Italy

Everybody calls him Jerry.

It'll be kind of hard to put the imposing title of "Cavaliere" in front of that.

But it's official.

Gennaro (Jerry) Risoldi has been granted this title and a decoration—Star of Italian Solidarity—by the President of Italy.

The honor was conferred at a ceremony in the office of the Italian Consul General at Philadelphia.

"A memorable event in my life,"



Mrs. Risoldi is moved to tears as her husband is honored by Consul General.

Jerry Risoldi's daughters admire the decoration sent him by the President of Italy.



says Mr. Risoldi.

The citation said he was being honored by the Republic of Italy "in recognition of your active participation in the life of the Italian-American community, and your contribution to the spreading of the Italian language and culture, thus contributing to the strengthening of cultural ties between Italy and the United States."

Those words are pretty much the theme of Jerry Risoldi's life.

Mr. Risoldi, a slightly-built, curly-haired man, is a freight car repairman at Altoona, Pa., with 34 years' service.

Born in Italy, he came to this country with his parents when he was 14. He was graduated from Altoona High School in 1934, and hired on with the PRR two years later.

Within a short time, he had immersed himself in cultural and civic work.

He taught naturalization classes for Italian immigrants. He joined a dramatic group that put on Italian plays. He helped organize a junior lodge of the Order Sons of Italy in America.

The financial secretary was a

pretty girl named Josephine Evangelisto. He married her—and requested transfer to the senior lodge.

Soon he was elected recording secretary. He served 11 terms, then was elected grand trustee of the Grand Lodge of Pennsylvania. He served on the Youth Commission and other assignments.

Recently he was elected supreme delegate to the national convention of the Sons of Italy, which has approximately 100,000 members.

"I always wanted to reach a wide audience among the general public, to give them some knowledge of

Italian culture," Mr. Risoldi says.

"Fifteen years ago, Altoona radio station WVAM agreed to have me as MC for a weekly show.

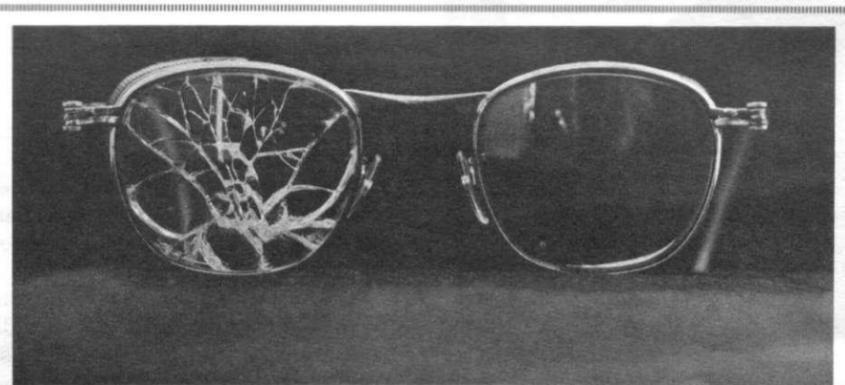
"It's been going ever since."

Every Sunday morning, Jerry Risoldi is on the air with Italian music and talk.

"A survey showed my program is Number One for its time spot in Blair County," Mr. Risoldi says.

"I present the old classics by singers like Caruso, dance music, and current popular songs.

"Lately I've added some rock and roll. Yes, Italy has that, too."



## Not luck—just foresight

Injury is a stranger to William E. Moore, Jr. Safety isn't.

A trackman on Penn Central's Harrisburg Division, Mr. Moore has completed 25 years of railroad service without a single lost-time injury.

Now Mr. Moore has been nominated for membership in the "Wise Owl Club." It's an exclusive club open only to workers who have prevented an accidental eye injury by wearing safety goggles.

He was using a hammer to knock off chips of weld from a

rail, when a large chunk of weld flew off and struck his goggles.

"It shattered the right lens," he says. "But I didn't get a scratch.

"When I went home and told my wife Ethel of the mishap, she commented, 'Well, you sure were lucky that time.'"

"But don't depend on Lady Luck to pull you through," Mr. Moore emphasizes to fellow employees.

"You need a little foresight, too—like remembering to wear your safety goggles."

# NEW APPOINTMENTS

## SYSTEM OFFICES

Gorman, P. A.  
Chairman of the Board and President

## Accounting Department

Bedine, C. A., Jr. Wage & Pay Rate Analyst  
Bennett, E. L. Sr. Roadway Accountant, N. Y.  
Benninghove, N. H., Jr.

Manager—Freight Accounting Services  
Borell, J. S. Roadway Accountant, N. Y.  
Brenner, W. D. Manager—Customer  
Accounting Center, Chicago  
Caldwell, Mildred R.

Roadway Accountant, N. Y.  
Carter, R. N. Supervisor—Billing, N. Y.  
Christy, P. P.

Manager—Customer Accounting Center  
Conlon, D. M. Supervisor—Billing, Detroit  
Cunningham, R. D.

Sr. Analyst—Freight Billing (Operations)  
Dallas, C.

Asst. Supervisor—Receivables, Indianapolis  
Davis, W. R.

Supervisor—Billing & Collection, Chicago  
Decarlos, L.

Asst. Supervisor—Receivables, N. Y.  
Drogowski, E. J.

Manager—Customer  
Accounting Center, Pgh.

Everett, A. L. Asst. Supervisor—Collections  
Faber, S. S.

Supervisor—Billing & Collections, N. Y.  
Flora, L. L.

Supervisor—Billing, Chicago  
Foran, R. E.

Wage & Pay Rate Analyst  
Gallagher, W. Supervisor—Collections  
Hallam, R. C. Sr. Roadway Accountant, N. Y.

Hooker, D. Supervisor—Collections, Indianapolis  
Hoose, B. J.

Supervisor—Billing & Collections, Pgh.  
Hoover, L. N., Jr.

Manager—Customer  
Accounting Center, Detroit  
Kennedy, E. C.

Head Clerk  
Kohly, G. P. Jr. Roadway Accountant, N. Y.

Longo, G. J. Supervisor—Revision  
Lyler, J. B. Supervisor—Revenue Procedures  
MacLean, W. J.

Asst. Supervisor—Collections, Chicago  
Meder, V. A.

Analyst, Revenues  
Mercatante, C. H. Supervisor—Billing  
Miller, E. J. Asst. Supervisor—Receivables  
Moore, J. J.

Supervisor—Billing & Collection, Indpl.  
O'Donnell, J. J., Jr.

Head Clerk  
Opal, G. W. Supervisor—Collections, Chicago  
Reardon, P. R.

Traveling Auditor—Semi-Senior, Chicago  
Riskie, E. C.

Collection Manager  
Roche, J. J. Manager—Customer Accounting  
Center, N. Y.

Ruotolo, J. A. Manager—Customer  
Accounting Center, N. H.

Schade, H. C. Lead Clerk—Billing, Chicago  
Schrader, W. C. Jr. Equipment Accountant  
Sperandeo, R.

Supervisor—Billing & Collection, N. H.  
Strahan, R. H.

Credit Manager  
Toomey, J. J. Supervisor—Equipment  
Accounting-Frt., N. Y.

Wertz, W. F. Manager—Customer  
Accounting Center, Indpl.

Westhoff, C. A. Sr. Equipment Accountant

## Financial Department

Wellmon, B. D. Financial Analyst

## Personnel Department

Kattau, F. L. Vice President

## Mechanical Department

Fadale, J. S. Gen. Manager—Altoona Shops, Altoona  
Johnston, R. C. Gen. Mechanical  
Superintendent—Engineering

Reese, C. L. Director—Equipment Planning & Control  
White, J. C. Gen. Mechanical  
Superintendent—System Shops

## Traffic Department

Atterbury, G. R., Jr. Asst. Manager—Pricing  
Beattie, G. W. Equipment Analyst, Detroit  
Bielan, J. T. Marketing Information Analyst  
Bubello, A. J. Manager—Pricing  
Contrell, D. R. District Sales Manager, Chi.  
Davis, R. L., Jr. Equipment Planning Analyst  
Felarca, S. J. Sales Representative, Detroit  
Francis, H. V.

District Sales Manager, Youngstown  
Gannon, M. T. Office Manager, Erie  
Graham, D. F.

District Sales Manager, St. Thomas, Ont.  
Hofmann, C. H. Pricing Staff Assistant  
Lassahn, J. H., III Service Planning Analyst  
Lentz, F. A. Sales Representative, Youngstown  
MacIver, W. P., Jr. Pricing Staff Assistant  
Malan, F. L. Marketing Planning Analyst  
McDonnell, J. W., Jr. Manager—Freight  
Service & Special Equip., Pgh.

O'Meara, P. J. Sales Representative, Portland  
Parrey, T. L.

Asst. Manager—TrailVan Sales, Chicago  
Scanlan, R. F. Asst. Director Pricing  
Sibley, H. W., III Asst. Manager—Pricing

## Heavy Repair Shops

Adams, J. J. Supervisor—Estimating  
Ambelang, R. C.

Gen. Superintendent—Locomotive  
Cherry, C. E. Inspector—Quality Control  
Conrad, R. H. Sr. Industrial Engineer  
Dileo, D. A. Billing Specialist, AAR Billing  
Hanlon, R. L. Sr. Budget Analyst  
Harshberger, W. L. General Foreman, Altoona  
Hobson, G. W. General Foreman, Altoona  
James, C. E.

Asst. General Foreman, Samuel Rea Shop  
Johnston, E. L.

Asst. Supervisor—General Accounting  
Karlson, K. V.

General Foreman, Altoona Air Brake Shops  
Keiler, K. E. Supervisor—Car Classification  
Leap, J. F.

Supervisor—Accounting Operations  
Louder, H. M. Supervisor—Budgets & Analysis  
Martin, R. A. Supervisor—Car Construction  
McEvoy, M. J.

Manager—Industrial Engineering  
McNally, J. J. Inspector—Quality Control  
Merritts, R. M. Budget Analyst  
Motzer, J. M. Inspector—Quality Control  
Petska, H. D. Asst. to General Superintendent  
Ritz, G. P. Supervisor—Print & Microfilm  
Sands, W. D.

Supervisor—Personnel Accounting  
Shimer, R. E. Supervisor—AAR Services

Smith, R. S. Asst. Superintendent—Quality Control  
Steele, F. X. Asst. Supervisor—AAR Billing  
Stevens, T. R. Budget Analyst  
Swartz, G. T.

Asst. Supervisor—Owners' Accounting  
Wilt, P. E. Supervisor—Industrial Engineering

## CENTRAL REGION

Shipyor, R. R. Supervisor—Labor Relations

## Allegheny Division

Rhodes, C. C. General Foreman—Track, Johnstown  
Vanscovich, J. L.

Asst. Supervisor—Track, Cresson  
Veza, R. P.

General Foreman—Track, Cresson

## Pittsburgh Division

Holler, W. L. Division Superintendent

## Valley Division

Streett, G. A. Division Superintendent

## Williamsport Division

Forney, G. E. Road Foreman, Clearfield

## EASTERN REGION

Baer, H. E. Cost Budget Analyst, Harrisburg  
Bernier, M. D. Examiner, N. Y.

Holland, W. L. Asst. Supervisor—Personnel  
Houck, C. L. Asst. Examiner, Harrisburg  
Lawless, R. E. Asst. Examiner, N. Y.

Little, C. W. Asst. Supervisor—Special  
Agreement Admin., N. Y.

Novak, G. F. Asst. Supervisor—Car Distribution  
Paris, J. Supervisor—Employment, N. Y.

Ruark, E. B. Asst. Examiner  
Shuron, J. W. Asst. Superintendent—  
Labor Relations & Personnel, N. Y.

Suvak, P. S. Chief Examiner, N. Y.  
Tennant, H. M. Equipment Director  
Therres, J. B., Jr. Equipment Inspector  
Trostle, D. A. Examiner, Harrisburg  
Welsh, G. R. Asst. Superintendent—  
Labor Relations & Personnel

West, R. F. Supervisor—Contracts  
Young, R. B. Mechanical Supervisor—Night

## Philadelphia Division

Pearson, G. S. Asst. Supervisor—Track, Paoli  
Reinholdt, F. M., Jr.

General Foreman—Car, Morrisville  
Stevens, D. C. Asst. General Foreman—Track  
Sutton, W. F.

Transportation Supervisor, Morrisville  
Thompson, J. L. Agent, Trenton  
Vuolo, D. D. Agent, Morrisville  
Young, A. R. Transportation Supervisor

## Chesapeake Division

Chilcote, W. C. General Foreman, Norfolk  
Cooper, N. E. General Foreman, Wilmington  
Harris, R. S. Asst. General Foreman—Car  
Klose, A. W.

Asst. Supervisor—Track, Wilmington  
Mellott, P. J.

Asst. General Foreman, Wilmington

Weisser, M. L. General Foreman—Car

## Harrisburg Division

Ishu, S. Asst. Supervisor—C&S, Lancaster  
Kane, L. L. Asst. Genl. Foreman—Car, Enola  
McCollaum, J. P. Genl. Foreman—Car, Enola  
Williams, W. D.

General Foreman, Northumberland

## New Jersey Division

Clark, B. H., Jr. Asst. Supervisor—Track  
Kempf, H. J. Road Foreman  
Romanowich, J.

Asst. General Foreman—Car, Greenville  
Tomasevich, K. J. Division Superintendent

## NORTHEASTERN REGION

Fiedler, H. J., Jr. General Foreman—Locomotive (Selkirk)  
McGuigan, J. M.

Vice President and General Manager

## Buffalo Division

Lawson, C. Trainmaster, Suspension Bridge

## Syracuse Division

Berger, J. A. Service Supervisor, Selkirk  
DeMoninichis, R. F.

General Foreman—Car, Selkirk  
Guveiyen, C., Jr. Asst. Trainmaster  
Morton, J. R. Road Foreman, Albany

## WESTERN REGION

Crawford, J. A. Asst. Field Engineer—C&S  
Cundiff, J. M. Draftsman—C&S  
Davenport, T. G.

Personnel Management Trainee  
Doherty, P. O. Asst. Supervisor—Special  
Agreement Admin.

Staff Engineer—C&S  
Eveland, E. T. Examiner  
Hopkins, J. S. Examiner, Cleveland  
Kleinschmidt, R. H. Estimator—C&S  
Linkenfelter, D. C. Chief Examiner, Toledo  
McMeans, R. N. Industrial Engineer  
Rangel, J. Examiner, Fort Wayne  
Ryan, C. D. Asst. Examiner  
Speakthunder, R. G. Chief Supervising Agent, Cleveland  
Taber, R. E.

Chicago Division  
Clair, C. G. Transportation Analyst  
Corcoran, G. N. Supervisor—Yard  
Procedures, Burns Harbor  
Pittenger, R. S. Trainmaster, Colehour

Cleveland Division  
Bucks, R. L. General Foreman—Car  
Gilmore, R. F. Circuit Designer—C&S  
Harper, R. L. Office Supervisor  
Jones, F. H. Terminal Superintendent  
Maras, R. P. Draftsman  
Mauk, E. J. Supervisor—Agency Procedures  
Rutledge, R. A. Division Superintendent

Fort Wayne Division  
McConkey, E. L. Supervisor—Stations Agent  
Shaw, R. A. Division Superintendent

Toledo Division  
Laurello, H. A. General Foreman—Locomotive  
Carpenter, R. H. Asst. Trainmaster, Fairlane

# THE LABOR SCENE

## UTU and Crews

A call for a System-wide strike by the **United Transportation Union** was set aside by a preliminary injunction of the U.S. District Court at Philadelphia.

Judge John P. Fullam ordered the involved disagreement to be submitted to arbitration. This will provide for a board consisting of a representative of the Union, a representative of Penn Central Management, and a neutral third person.

The decision of this board will be binding on both sides.

The injunction, in effect till July 20, also ordered Penn Central not to proceed, pending arbitration, with crew changes on several passenger trains where the Railroad considered a conductor and one brakeman sufficient, thus eliminating a second brakeman.

The union, objecting to the crew changes, had called for a strike to begin on May 15. Previously, the Railroad had proposed arbitration.

In addition to the disagreement on crew size, the arbitration board will look into the discontinuance of the last remaining yard assignments at South Fork Yard, Pa., with any necessary yard work being done by road crews. The Railroad stated that such

action is authorized by the National Agreement of June 25, 1964, and has been upheld in subsequent arbitration cases.

The UTU's position was that the change at South Fork and the proposed passenger crew changes violated existing agreements.

## TWU Shop Work

Local 2013 of the **Transport Workers Union** called for a strike against Penn Central because a number of passenger cars used in the Philadelphia area were sent for repairs to Penn Central shops at Wilmington, Del., and Altoona, Pa.

The employees doing the work at these shops are members of different locals of the Transport Workers Union.

Local 2013 charged that the Railroad was "draining work from the Philadelphia area."

The Railroad contended that it is authorized by the merger agreement and by a contractual agreement with the union to transfer work as required; and that any disagreement over the matter is a minor dispute, properly to be referred to the established grievance procedure and not a legal basis for striking.

The Company also stated that the

Philadelphia area shops do not have the facilities to make the basic structural repairs required for these cars.

At a Federal Court hearing, Local 2013 agreed not to take strike action until discussions were held with representatives of Management, and the Court had an opportunity to consider the Railroad's request for a temporary restraining order.

## Police Agreement

A new basic agreement has been signed by Penn Central Transportation Company and Local 84 of the **Teamsters Union**, which represents PC police.

The agreement for the first time covers all police (below the rank of captain), whether of the former PRR, NYC or New Haven. It sets up ten seniority districts, formulates rules regarding seniority and promotions, provides wage increases, and grants health and welfare benefits similar to those agreed upon with other unions on the Penn Central.

## Industry-wide Talks

Unions representing railroad employees nationally are seeking wage increases, job protection provisions, and cost-of-living clauses.

America's railroads are seeking work-rule changes for greater efficiency, to help them surmount their present financial troubles and serve their customers better.

**United Transportation Union**, representing about 260,000 trainmen, switchmen and firemen, has broken off direct negotiations with the railroads, and the union and the railroads have jointly invoked services of National Mediation Board.

Also in mediation are the demands of three other national unions: **Brotherhood of Railway, Airline and Steamship Clerks; Brotherhood of Maintenance of Way Employees; and Hotel and Restaurant Employees and Bartenders International Union.**

National negotiations between the **Brotherhood of Firemen and Oilers** and the railroads concluded on June 12 with a contract providing wage increases for 1969 and 1970. The union represents approximately 1800 PC employees.

The question of the use of firemen on yard and road freight locomotives continues to be discussed by the railroads and the firemen's division of the **United Transportation Union.** This is being done under the auspices of David Livingston, a special mediator who was appointed by President Richard M. Nixon.

## *just a car of groceries . . . .*



Brakeman Louise Smiraglia signals for a gentle car coupling at Chicago yard.



Engineman George Roat alertly follows signals to assure shock-free handling.

This shipment isn't the most gigantic, the most unusual, the most valuable, or the most anything. It's just a car of groceries.

It's the kind of carload that moves on the Penn Central by the tens of thousands.

But to the market proprietor waiting for it, it's the most important thing on the Railroad.

He needs the cans of soup and bags of flour and boxes of sugar and cartons of cereal to stock his shelves.

And if these items don't arrive in perfect shape, he's got trouble.

Because if the shoppers don't like the looks of his stock, they might go to the supermarket down the street. And they might not come back.

So when Brakeman Louis Smiraglia, at 59th Street Yard, Chicago, makes very sure that the car gets damage-free handling, he's the best friend this market proprietor has.

And when, in another part of the yard, Engineman George Roat assures careful handling to a carload of furniture, he's doing a good job for some furniture store proprietor.

And the careful handling of William J. Stubitsch, Robert Mills, William Webb and all the other yard men is providing a vital service to merchants and consumers in many parts of the country.

"When you're moving freight, you're always moving more than freight," says P. R. (Pat) Froio, manager of damage prevention for Penn Central's Western Region.

"There are always people in the picture.

"They are the people who shipped the freight and the people who are waiting for it to arrive and the people who eventually will use it.

"So when we railroad people transport freight, we're really transporting the efforts and hopes and expectations of people.

"And that's why careful handling of freight means so much . . . to so many."