

**PENN CENTRAL**

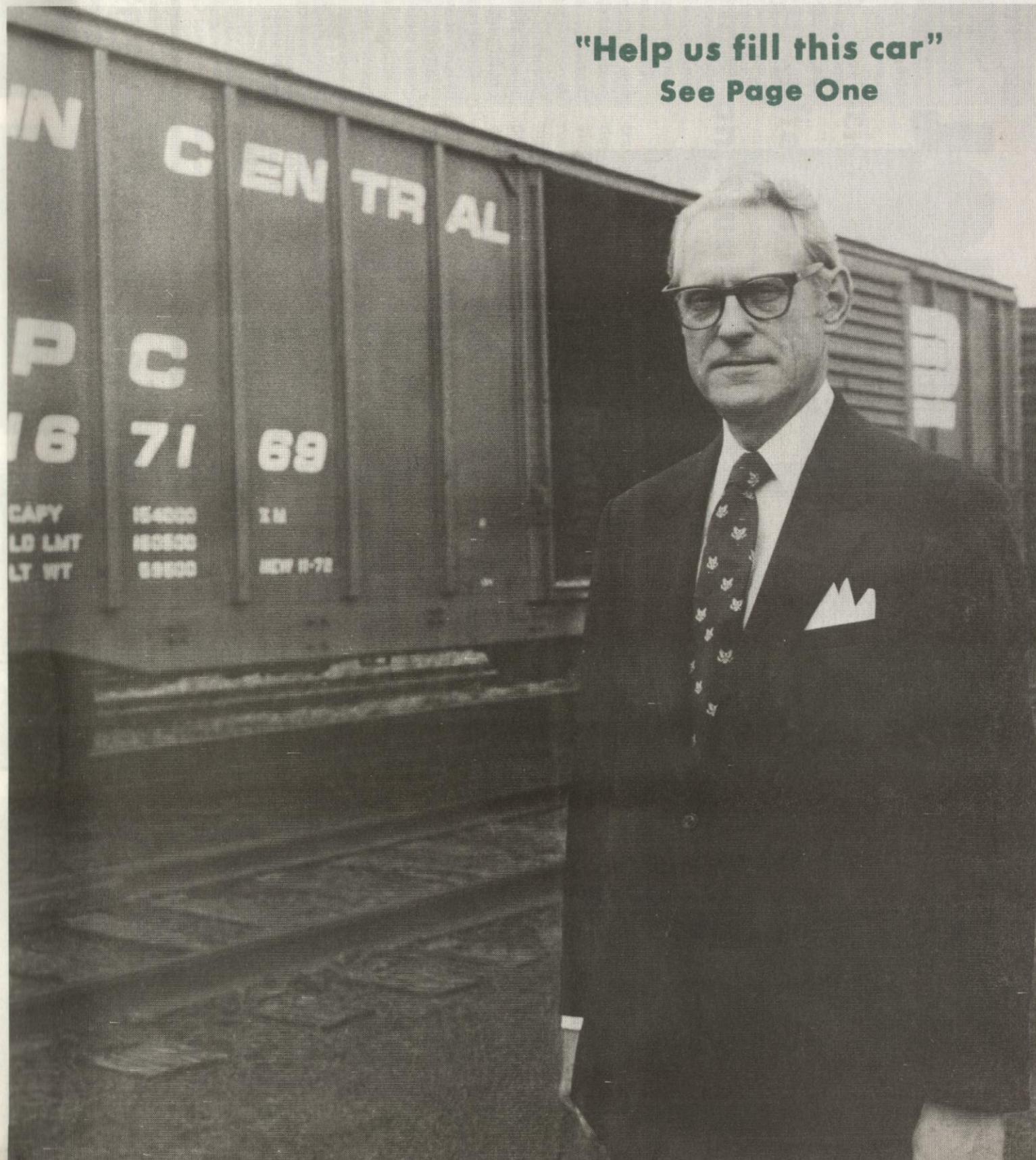
# **POST<sup>®</sup>**



NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

JULY-AUGUST 1975

**"Help us fill this car"  
See Page One**



# Join in!

## PC's campaign for MORE FREIGHT



The man on the front cover is Ralph N. Cramer, recently appointed vice president-sales.

He's asking all Penn Central people to join in a mammoth self-help campaign.

"Help us get more freight to fill empty cars and piggyback trailers," he says.

"Tell us about any industry or business where you think we might pick up more freight traffic.

"Jot down the information on a Traffic Tip form and mail it directly to me.

"I'll make sure our Sales Department people follow through."

You can use the Traffic Tip form on this page, and additional ones are being distributed with paychecks to all PC people.

"You don't have to find out all the details of the potential new freight traffic," Mr. Cramer explains. "Just give us the lead. We'll take it from there."

Freight traffic is down nationwide.

On the Penn Central, carloads have been running about 16 percent below last year's figure.

"Carloads on most Eastern railroads show similar declines," Mr. Cramer says. "But that's no consolation. In our present cash situation, we urgently need every ton of profitable freight we can get."

PC Sales Department people have been waging a vigorous campaign for more business.

"But our Penn Central family — more than 76,000 employees — can serve as our eyes and ears, watching for new freight traffic opportunities and telling us about them," Mr. Cramer says.

On past occasions, many railroaders who are not in the Sales Department have spotted such opportunities, leading to new freight business. Some examples are given in the "Results" article on right side of the page.

"We need such assistance now more than ever before," Ralph Cramer emphasizes.

Mr. Cramer started in Freight Sales in 1941 and has worked in this department ever since, with the exception of 3½ years in the Navy during World War II.

"I've seen good times and bad times — and there's no question that the present time is the most difficult we've ever encountered," he says.

"I'm asking for the help of every Penn Central man and woman.

"I'm also inviting the participation of our thousands of retirees.

"Look around you.

"Do you see a company that could sensibly put more of its freight in our cars?

"A company that's expanding?

"A company that's using highway truck service and could use PC piggyback instead?

"A company that's moving to a new location where PC service might be available?

"Tell us.

"Send in your Traffic Tips now!"

Mr. Cramer points out that firms patronized by PC people are often possible customers for PC rail service. He suggests talking to the proprietor of the local lumber yard, the building materials yard, the appliance store, the garden shop — anywhere that heavy items are delivered in quantity.

"Talking up Penn Central can result in new business," he says. "Let's all put our shoulders to the wheel."

Mr. Cramer explains that each Traffic Tip will be followed through to determine whether the potential freight traffic can be handled in a practical and profitable way by the railroad, and with a schedule and freight rate that is satisfactory to the shipper.

"In each case," he pledges, "I'll write to let you know the results of your Traffic Tip."

### Traffic Tips ... and Results

Employees who aren't in the Sales Department have helped win new business in a variety of situations. Here are examples from the Railroad's files.

A freight conductor noticed a constant movement of grain to a feed mill via another railroad. An inquiry showed that most of this traffic wasn't accessible to our Railroad, but part was. The proprietor agreed to try a test shipment, liked the service, and thereafter gave our Railroad several cars a month.

A pier foreman heard about a forthcoming movement of imported steel. He promptly notified the Sales Department, and the Railroad got six carloads.

A claim clerk, visiting an industry to inspect a carload, heard about a future shipment. He informed the Sales Department, which got the shipment for our rails.

A retired accountant heard, through a friend, about a movement of 12 tank cars monthly from a Southern city. He told the Sales Department. Result: Our Railroad got 60 percent of the traffic.

An employee's wife, active in the Girl Scouts, learned of a prospective carload movement of Girl Scout cookies. With the aid of a sales representative, she persuaded Scout officials to route the shipment on our Railroad.

A terminal manager for Pennsylvania Truck Lines heard about a developing movement of containers loaded with steel products. His tip to the Sales Department brought 130 container-loads to Penn Central.

A Station Department supervisor heard about a multi-carload movement of machinery that wasn't scheduled to go Penn Central. He passed word to the Sales Department. A sales representative learned the reason was that the shipper thought there'd be clearance problems via Penn Central. The PC man found that the shipper was using obsolete information. He checked, ascertained that there would be no clearance problems, and got the entire movement for Penn Central.



Mail your Traffic Tips to:  
Ralph N. Cramer  
Vice President-Sales  
Penn Central Transportation Co.  
1538 Six Penn Center  
Philadelphia, PA 19104

More shipments in piggyback trailers as well as in freight cars are being sought in Penn Central's Traffic Tips campaign.

(Please Print)

To Ralph N. Cramer, PC Vice President-Sales 

Here's a Traffic Tip that may lead to new business:

Name of potential customer \_\_\_\_\_

Customer's address \_\_\_\_\_

Commodity shipped or received \_\_\_\_\_

My name is \_\_\_\_\_

My job title and department \_\_\_\_\_

My work location on the PC \_\_\_\_\_

Date \_\_\_\_\_

# NEWS WIRE

## USRA PRESENTS ITS FINAL SYSTEM PLAN

The United States Railway Association (USRA) has announced details of its Final System Plan for restructuring the bankrupt railroads of the Northeast and Midwest Region.

As prepared for presentation to Congress on July 26, the Plan provides that the region would be served by three competing systems:

1. ConRail would consist of approximately 15,000 route miles of the Penn Central, Central of New Jersey, Lehigh Valley, Lehigh & Hudson River, Ann Arbor and small parts of Reading and Erie Lackawanna.

2. The Chessie System would acquire major portions of the Erie Lackawanna and Reading railroads, enabling the Chessie to offer shippers in New York State and Eastern Pennsylvania through service to Chicago and St. Louis, and improving Chessie's access to the Philadelphia, Newark and Allentown markets.

3. The Norfolk & Western would acquire two new connecting routes: It would link its lines via New Castle, Ind., through purchase of PC lines; and would acquire trackage rights over the Penn Central line between Hagerstown, Md., and Enola, Pa.

USRA estimated that the region's rail freight would be divided approximately as follows: 37 percent to ConRail, 32 percent to Chessie,

21 percent to N&W, and 10 percent to the smaller solvent railroads.

The Plan recommends that PC's Northeast Corridor between Washington and Boston be acquired or leased by Amtrak and become basically a passenger route, with most freight movements shunted to parallel lines.

Southern Railway would acquire the PC's main lines on the Delmarva Peninsula, and, with the Norfolk car float, would be able to provide through service from the South to Wilmington, Del., and the Delaware Bay area.

The Delaware & Hudson and the Boston & Maine would jointly provide service for New England. The D&H would be offered an opportunity to acquire trackage rights from Wilkes-Barre to Allentown, to connect with Chessie; and Wilkes-Barre to Harrisburg, to connect with ConRail and N&W.

USRA emphasized that a prime purpose of the Plan is to retain and promote competition. It said that each of the major markets in the region would be assured of competitive service from at least two rail systems.

Of the entire network of lines in the bankrupt railroads analyzed by USRA, the Final System Plan omits about 5,700 miles of light-density lines which today carry 2.2 percent of

the total traffic, USRA said. Any of the omitted lines that are considered of local importance could continue to be operated if the State paid 30 percent of the operating costs, the Federal Government paying 70 percent. The Regional Rail Reorganization Act authorizes \$90 million a year for two years of Federal participation in this subsidy arrangement.

The Plan calls for the Government to provide ConRail with \$1.8 billion during 1976-1980 for rehabilitation, capital investments, working capital and early operating losses.

After presentation of the Final System Plan on July 26, it is subject to Congressional consideration during the following 60 days of sessions. If neither the Senate nor the House of Representatives passes a resolution of disapproval within that time, the Plan would automatically go into effect. Actual transfer of rail properties to ConRail would take place next March.

But if either the Senate or House disapproves the Final System Plan, USRA would have to develop a revised plan for submission to Congress. The Act does not specify how soon the revised plan would have to be completed and acted on by Congress.

## TIMELY TRANSFER TO CONRAIL IS URGED

If Congress should disapprove the Final System Plan for restructuring the bankrupt Northeastern railroads and instruct USRA to develop a new plan, this ought not to delay the transfer of the rail assets of the bankrupt lines to ConRail under the schedule set up in the Regional Rail Reorganization Act.

The Penn Central Trustees believe that the best way to restructure and rehabilitate the deteriorated rail properties of the bankrupt companies is through a timely transfer into ConRail, which would have the responsibility for continuing their operation while a final restructuring of the lines is evolved.

"To attempt the massive rehabilitation program needed in the Northeast under the aegis of reorganization courts with the attendant hundreds of legal proceedings is impossible," the Trustees have suggested.

Much of the Northeastern railroad network is rapidly deteriorating. The overriding goal must be to halt the deterioration as soon as possible.

The bankrupt railroads don't have the cash to do this. Penn Central has devoted virtually all of its revenues of nearly \$2 billion a year just to keep the railroad going.

The large-scale rehabilitation job cannot begin until ConRail, with its substantial Federal

financial support, assumes control of the bankrupt rail lines.

The longer this transfer is delayed, the greater the likelihood that railroad service will worsen or be curtailed, the Trustees warn. The longer the rehabilitation is postponed, the more it will cost, thus weakening the possibility of establishing a viable railroad system.

"In short," the Trustees say, "to delay beginning rehabilitation while we await the perfect cure to be found in restructuring may simply mean that the patient will die in the meantime."

The answer to this problem can be provided if Congress would amend the Regional Rail Reorganization Act so as to assure a timely transfer of the rail lines and operations to ConRail even if Congress rejects USRA's Final System Plan.

Then, after the transfer, USRA and Congress would have as much time as they would need to work out a satisfactory structure for the new railroad network.

A timely transfer would have many advantages, the Trustees point out.

It would enable ConRail officials to become intimately familiar with the railroad structure and the branch-line problems before a new system plan has to be finalized.

It would permit more realistic planning for an economically sound rail system.

It would allow ConRail to extend its operating control over the railroads in a more orderly fashion and over a longer period of time than is presently envisioned.

It would minimize managerial difficulties and morale problems that could accompany the change in control of an immense industrial organization.

And it would permit an early and effective start on rehabilitation, resulting in a more rapid reduction of operating costs and a more rapid improvement in service.

The PC Trustees emphasize that the Northeast rail problem is not simply a problem of the Northeast or of the railroad industry. The failure to find a solution would be disastrous to the economy of the entire Nation.

Restructuring these railroads amounts to "what is essentially the greatest industrial reorganization in our history," the Trustees say.

"Its chance for success ought not to rest on a solution put forth under the time pressure of now or never.

"Timely transfer provides the means for a sensible process and an orderly pace toward the accomplishment of a vital national purpose."

## NEW FUNDS TO AID PC REPAIR PROGRAM

Substantial amounts of funds available under the Regional Rail Reorganization Act will be provided to Penn Central to be applied to the maintenance program. These funds will assist Penn Central in narrowing the projected cash deficits and will permit the performance of previously budgeted maintenance programs, as well as several supplemental programs.

On July 8 the Trustees asked the Federal Court for authority to enter into an agreement with the U.S. Department of Transportation and the U.S. Railway Association covering the repair of approximately 8,000 freight cars, 500

caboose, 300 maintenance-of-way work cars and 200 locomotives at Altoona Works. Under the agreement, the Government would provide approximately \$56 million to fund substantially the entire equipment repair program at Altoona.

The program would require the recall of 550 shop employees who were furloughed in June.

On July 10 the Trustees asked the Court for approval of an agreement with the Federal Railroad Administration providing \$25 million for trackwork between Washington and New York. Previously, Amtrak agreed to provide \$15 million for track maintenance between New

York and Boston.

Already approved by the Court is a program under which the U.S. Department of Transportation and the U.S. Railway Association will provide up to \$75 million for track materials and \$61 million for installation costs. This program, which encompasses and supplements the maintenance expenditures budgeted by Penn Central, will cover track repairs at many points on the System. Also, ConRail has purchased \$12.5 million of trackwork machinery to assist in the maintenance program.

**I**t's easy to get hurt.

Even when just relaxing.

Fishing, you can get snagged by a hook. Playing tennis, you can sprain your elbow. Just sitting on a beach, you can wind up with a bad burn.

Consider, then, a place like Juniata Locomotive Shops, at Altoona, Pa.

Huge cranes hoisting loads of more than 100 tons. Lathes, drill presses, boring mills cutting steel. Arc welders glaring. Disc grinders showering sparks.

When a heavy repair shop like this, with over a thousand employees, can work 1,000,000 man-hours without a single lost-time injury, it's something to shout about.

The photo at top of the page shows a portion of the Juniata force at 3 p.m., on May 8, 1975, when the shop officially reached the 1,000,000 man-hour mark.

A glorious blast of the steam whistle brought them out of the shop to assemble at a platform where public officials and PC officers had gathered. Newsmen and TV cameramen stood by.

Joseph S. Fadale, general manager of Altoona Shops, read a letter from Congressman Bud Shuster:

"My heartiest congratulations. Achieving this goal is another clear indication of the professionalism of those who are employed in the Shops and is the prime reason that the Juniata Shops have been designated as the key locomotive repair facility in the new ConRail System."

Congressman Shuster later discussed Juniata's achievement in the Congressional Record (*portion is shown at bottom right*).

State Senator Robert C. Jubelirer told the gathering:

"To look on your faces and see the tremendous sense of accomplishment is something I shall never forget.

"You may be sure that my colleagues in the Senate of Pennsylvania will know of this accomplish-



## What's all the shouting about?

ment because I intend to write it into the journal of the Senate."

State Representative John P. Milliron and Altoona Mayor William Stouffer also commended the employees.

Speaking for the labor unions at Juniata was A. John Garritano, a PC machinist with 39 years' service and recording secretary of Local 1639, International Association of Machinists. He said:

"We're very enthusiastic about the cooperation in the field of safety. From time to time, the unions have pointed out what we thought were unsafe conditions, and management has done what it could to alleviate the hazards. The cooperation has been a hundred percent."

Richard C. Ambelang, general superintendent of Juniata Locomotive Shops, stressed the importance of the monthly meetings held by management officials with representatives of labor organizations.

"We discuss matters affecting efficiency, the work environment,



State Assemblyman John P. Milliron praises Juniata employees for no-accident record.

employee needs or complaints — but the Number One topic is safety," Mr. Ambelang said.

"The participation of the union representatives in our safety campaign has been magnificent. They've talked it up, they've added enthusiasm, they've boosted the men's safety awareness."

Mr. Ambelang pointed out that safety is the first thing a new employee learns — "he's outfitted with goggles and hard hat before he does anything else."

"And through the employee's working years," he added, "safety continues to be the first order of business, starting each day with a discussion of the Safety Rule of the Day.

"Above all, the employee learns to look out not only for his own

safety but that of the man working next to him. That's the chief secret of this successful campaign."

**Congressional**

PROCEEDINGS AND DEBATES OF

WASHINGTON, MONDAY

House of Representatives

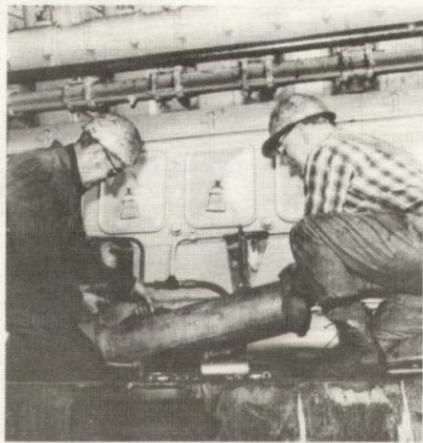
ALTOONA-JUNIATA SHOPS SET NATIONAL SAFETY RECORD

HON. BUD SHUSTER  
OF PENNSYLVANIA

Mr. SHUSTER. Mr. Speaker, Altoona, Pa., Juniata shops of the Penn Central Transportation Co. has set a new national safety record for railroad and transportation workers. At 3 p.m. on Thursday, May 8, 1975, the shops reached its 1 millionth man-hour without a lost-time accident.

This new record is so outstanding that it staggers the imagination. In recent years, the American worker has taken a "bum rap" in some circles, for allegedly falling behind in productivity, quality craftsmanship, and personal pride in their work. This could not be farther from the truth in Altoona, Pa. The enviable record of achievement set by the thousands of employees at the Juniata shops brings the fallacy of those contentions home clearly and impressively.

This milestone brings home another point as well. It goes far to solidifying the wisdom and credibility of the U.S. Railway Association, which earlier this year designated the Juniata shops as the key locomotive repair facility in the new ConRail network. That se-

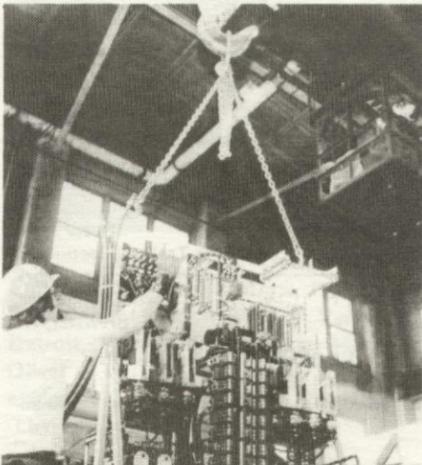


"We watch out for 'pinch points' when lifting—to save our fingers," says Lou F. Dremel (left). He and C.B. Noel are installing a fuel filter in a locomotive.



As a token of union support, A.J. Garritano, recording secretary of the Machinists, presents a keystone plaque to R.C. Ambelang, genl. superintendent, Juniata Shops.

Since last November 7, the big signboard outside Juniata's main shop had read: "Let's go for a million." Now that a million man-hours without an accident have been attained, the sign is changed to "2 million." PC officers and union officials hail the new goal.



Directing crane operator lifting a high voltage cabinet, G.M. Ciambotti blows a warning whistle and makes sure that he and other employees stay clear of load.

# Goal: To Prevent Heart Attacks

The years between 35 and 57 — a man's most productive years — are a "vulnerable time of life," says Dr. Joseph W. Simpson, PC director of medical services.

"These are years when many a man who considers himself in excellent health suddenly suffers a heart attack," he points out.

"Is there anything you can do to prevent this?"

"Many researchers believe you can reduce the risk of heart attack by eliminating three factors: (1) High blood pressure; (2) high blood cholesterol; (3) cigarette smoking.

"Penn Central is now cooperating in a government-financed program to identify potential heart attack victims, and to guide them in reducing these three risk factors in the hope of preventing heart attack."

The program is called Multiple Risk Factor Intervention Trial (MR FIT).

The program is sponsored by the National Heart and Lung Institute of the U.S. Public Health Service. It is being conducted at 20 centers across the U.S. Seven are in cities in

Penn Central territory.

Men between the ages of 35 and 57 are encouraged to apply at the nearest center for free tests of blood pressure and cholesterol level, to determine whether they are suitable candidates for the long-range program.

Those interested should act promptly, because new admissions will soon be closed.

There is no charge at any phase of the program.

In the Philadelphia area, the program center is Lankenau Hospital, although preliminary testing will be done at the PC Medical Department in Penn Central Station-30th Street by Lankenau personnel. Lankenau's Dr. William L. Holmes and Dr. Edward Pickering are supervising the program.

In the following cities, men can make their own arrangements for the MR FIT tests by contacting the institution listed.

**Boston:** Boston University, Dr. Thomas Dawber and Dr. H. Emerson Thomas.

**Newark, N.J.:** New Jersey Medical

School, Dr. Norman Lasser.

**Pittsburgh:** University of Pittsburgh, Dr. Lewis Kuller and Dr. Robert McDonald, Jr.

**Kettering, Ohio:** Cox Heart Institute, Dr. Paul Kedzi.

**Chicago:** Rush Medical College, Dr. James Schoenberger and Dr.

Milton Levine.

**St. Louis:** St. Louis Heart Association, Dr. Herbert Zimmerman.

NOTE: The program is limited to men because heart attack in the middle years does not occur so frequently among women.

# Heavyweight Trucks

In the closing days of the last Congress in 1974, a law was passed increasing the permissible weight of loaded trucks on interstate highways from 73,280 pounds to 80,000.

The change was opposed by motorists' associations, environmentalist organizations, railroaders and other groups. And this year a bill was introduced to repeal the increase and restore the lower weight limit; but it was defeated on July 10.

Attention has shifted to the State Legislatures, because the law passed by Congress provides that the new 80,000-pound limit will apply only in States that pass legislation authorizing it.

Many railroaders have written to their State legislators expressing opposition.

Here is how the 80,000-pound truck proposal has fared thus far in States in Penn Central territory:

Defeated in Connecticut, New York, Pennsylvania, Maryland, Indiana, Illinois and Missouri.

Approved in New Jersey, West Virginia and Kentucky. In Virginia the limit was raised to 79,800 pounds. In Massachusetts a law was passed last year raising the limit on 4-axle trucks from 73,000 to 87,000 pounds; and on 5-axle trucks, to 99,000 pounds.

Still under consideration in Rhode Island, Delaware and Michigan.

Railroaders should continue to tell their legislators how they feel about this vital subject.

Even where the heavyweight truck proposal has been voted down, that doesn't mean it's dead. In Pennsylvania, for example, a heavyweight truck bill was overwhelmingly defeated in the House of Representatives by a 59-128 vote; but its chief sponsor already has revived it for another vote.

# Recent Appointments

## SYSTEM OFFICES

### Real Estate

Gadzala, D.P. Real Estate Coordinator, Chicago  
Koller, T.C. Real Estate Supervisor, Chicago  
Zemencik, S.F. Real Estate Coordinator, Pittsburgh

### Finance & Accounting

Anderson, W.J. State Participation Billing Manager  
Brennan, P.J. Asst. Manager-Output-TABS  
Gladyszewski, E. Joint Facility Billing Manager  
Moresi, R. Supervisor-Operations Control  
Noonan, W.J. Manager-Input  
O'Neill, J.J. Supervisor-Federal Reimbursement Accounting  
Paterson, W.H. Miscellaneous I&C Billing Manager  
Reape, M.J. Special Accounting Projects-Consultant  
Yates, P.D. Manager-Wilmington Companies

### Marketing

'arson, R.W. Pricing Staff Assistant, Chicago

### Sales

DiCarlo, J.B. Asst. Vice President-Sales  
Harbaugh, D.F. Manager-Sales Administration  
Horstman, A.L. Sales Manager, Cincinnati  
Jackson, F.D. Regional Sales Manager, Cincinnati  
Sheahan, J.S. Regional Sales Manager, Chicago

### Public Relations

Gilbert, H.A. Director-Information Services  
Harvey, J.K. Manager-Information Services  
Hoppin, T.E. Asst. Director-Information Services  
Muldoon, C.G. Asst. Director-Information Services  
Resnick, S. Asst. Director-Editorial & Audio-Visual Projects

### Vice President - Staff

Alfano, F.A. Senior Systems Analyst  
Cherry, S.J. Asst. Manager-Planning Coordination  
Courtney, J.J. Project Manager (MAPS)  
Crowder, W.L. Advisory Systems Analyst  
Duquette, R.M. Asst. Director-Commercial Programming  
Kirschner, J.M. Asst. Manager-Transportation Research  
Klusman, J.R. Advisory System Analyst  
Lingerman, E.W. (No. 1) Senior Systems Analyst  
Marks, W.B. Senior Computer Analyst  
McCann, E.M. Computer Analyst  
Thompson, K.C. Senior TABS Inspector

### Transportation

Chapman, W.D. FACTerminal Manager, Indianapolis

Devor, W.J. FACTerminal Manager, Columbus, OH

Ferrari, J.E. FACTerminal Supervisor, Pittsburgh

Frail, J.F. FACTerminal Manager, New York

Gillette, J.L. Asst. FACTerminal Supervisor, Buffalo

Glenn, B.L. FACTerminal Supervisor, Columbus, OH

Jackson, R.E. Asst. Director-Stations

Kiernan, L.P. FACTerminal Manager, Buffalo

Kurash, D.W. FACTerminal Supervisor, Pittsburgh

Olearczk, J.H. FACTerminal Supervisor, Buffalo

Pelliccione, A.A. FACTerminal Supervisor, Detroit

Rhodes, D.C. FACTerminal Manager, Detroit

Rhodes, G.C. Asst. FACTerminal Supervisor

Robbins, J. Jr. FACTerminal Supervisor

Sims, G.C. FACTerminal Supervisor, Chicago

Smothers, C.E. FACTerminal Supervisor, Chicago

Taylor, R.D. FACTerminal Manager

Tucker, L.F. FACTerminal Manager, Pittsburgh

Vertino, M. FACTerminal Supervisor, Buffalo

Voyles, D.D. FACTerminal Supervisor, Columbus, OH

Wolfson, M.W. Asst. FACTerminal Supervisor

### Engineering

Candy, V.L. Asst. Planning Engineer

Covell, R.H. Engineer-C&S Design & Staff

Jones, W.G. Special Project Engineer

### Mechanical

Curry, J.C. Inspector-Environmental Control

Wilcox, T.L. Supervisor-Locomotive Performance

### Operating Administration

Miller, E.A. Senior Industrial Engineer, Indianapolis

Wilson, M.I. Supervisor-Claims & Prevention, Wilmington, DE

### Passenger

Hughes, N.L. Manager-Passenger Train Movement

Powers, J.J. Manager-Passenger Rates & Tariffs

Whitaker, D.E. Manager-Passenger Train Movement

### Metropolitan Region

Gupta, S.N. Construction Inspector, New York

Meyer, A.J. Supervisor-Train Collections & Ticket Stock, New York

Stermann, F. Asst. Trainmaster, Brewster, NY

### NORTHEASTERN REGION

#### Buffalo Division

Wisniewski, R.J. Asst. General Foreman-Car, Buffalo (Frontier Yd.)

## NORTHEAST CORRIDOR REGION

Hall, R.C. Captain-Police, Baltimore

Robinson, J.D. Captain-Police

Roche, W.A. Captain-Police

Spreng, J.M. Asst. Road Foreman-Coordinator, DOT

Taylor, S.L. Engineer Training Coordinator, New York

### Chesapeake Division

Erickson, E.B. Asst. General Foreman-Car, Wilmington, DE

Robinson, V.E. General Foreman-Float Equipment, Little Creek, VA

### Harrisburg Division

Byers, T.G. Trainmaster, Northumberland, PA

### New Jersey Division

Ford, P.E. Asst. Superintendent, New York

Goodman, E.S. Terminal Trainmaster, Meadows, N.J.

Hoagland, A.E. Supervisor-Operating Rules, New York

Rothrock, N.R. Trainmaster, Kearny, N.J.

Stefanovich, E.F. Asst. Trainmaster, Port Newark, N.J.

### Philadelphia Terminal Division

Hasson, F.J., Jr. Terminal Trainmaster (Night), So. Phila.

Ryan, E.M. Trainmaster, Phila.-Grays Ferry

### Philadelphia District

Riesch, J.J. Passenger Agent, Philadelphia (Sub-Station)

## CENTRAL REGION

Blake, J.E. Engineer-Structures, Pittsburgh

Gender, J.P. Engineer Training Coordinator, Youngstown, OH

Nolan, J.C. Instructor-T.&E., Conway, PA

McGrady, J.B. Employee Counselor, Pittsburgh

### Allegheny Division

Culley, R.J. Road Foreman, Cresson, PA

Smith, D.B. Division M.W. Equipment Engineer, Altoona, PA

### Valley Division

Hemmerlein, R.F. Terminal General Foreman-Car, Canton, OH

Little, T.A. Asst. Supervisor-Track, Salem, OH

## NORTHERN REGION

Ziegler, R.H. Engineer-Structures, Detroit

### Detroit Division

Carroll, P.T. Terminal Trainmaster, Detroit

Hurd, W.R. Terminal Superintendent, Detroit

McGraw, N.F. Trainmaster, Bay City, Mich.

Perry, C.L. Terminal Superintendent (Night), Detroit

## Michigan Division

Pace, C.W. Asst. Trainmaster, Willow Run, Mich.

Path, E. Trainmaster, Wayne, Mich.

Paxson, M.R. Trainmaster, Willow Run, Mich.

## WESTERN REGION

Albertson, C.J. Captain-Police, Toledo

Huebner, J.A. Mechanical Supervisor (Night), Chicago

Gustavson, D.C. General Foreman-Loco, Collinwood, OH

Stiber, J.R. Asst. Superintendent-Operations

Vermilyea, H.A. Asst. Superintendent-Operations, Chicago

## Chicago Division

Harris, F.J. Trainmaster, Chicago-59th St.

James, J.O. Assistant Supervisor-Track, Chicago

Peak, K.A. Supervisor-Train Operation, Chicago

Ruehl, M.H. Assistant Supervisor-Track, Chicago

Stone, J.L. Assistant Supervisor-Train Operation, Chicago

Sullivan, R.T. Terminal Trainmaster, Elkhart, Ind.

## Cleveland Division

Campbell, K.F. Asst. Terminal Superintendent, Cleveland

Cassidy, W.C. Asst. General Foreman-Car, Collinwood, OH

Hale, N.A. General Foreman-Car, Cleveland

## Fort Wayne Division

Barber, T.K. Road Foreman, Hamlet, Ind.

## Toledo Division

Jones, J.M. Assistant Supervisor-Train Operation, Toledo

Gratz, C.E., Jr. Terminal Trainmaster, Toledo (Stanley)

Scheuermann, M.E. Supervisor-Train Operation, Toledo

## SOUTHERN REGION

Chase, N.L. Office Supervisor (Security), Indianapolis

VanDerVort, J.R. Employee Counselor, Indianapolis

## Cincinnati Division

Lewis, H.D. Assistant Supervisor-Track, Sharonville, OH

VanCleave, J.C. Asst. Superintendent, Cincinnati

## Columbus Division

Gernon, R.J. Asst. Terminal Superintendent, Columbus, OH

Lee, H.A. General Foreman-Loco, Columbus, OH

## Southwest Division

Swanson, W.C. Supervisor-Structures, Terre Haute, Ind.

# PC program helps the employee affected by the illness called **ALCOHOLISM**

For years, the word around New York was: *If you've got a drinking problem, see Kisselbrack. He can help—if you sincerely want to be helped.*

Walter Kisselbrack, a trainman, had first-hand knowledge of the alcoholic depths. He knew how hard it was to climb out without a helping hand.

He decided to provide that helping hand.

He began spending his free time giving advice and encouragement to any fellow employee seeking to escape the bottle.

In April, 1973, Penn Central officially appointed him "employee counselor," and gave him an office in Grand Central Terminal.

It was an experiment, a pilot program, set up after discussion with union representatives.

It worked. Employees visited him on their own initiative or were referred by their supervisors or union officers. A number of employees who were headed for trouble were turned around. Some who had been dismissed for violation of Rule G—the railroad rule prohibiting the use of alcoholic beverages while subject to duty—were rehabilitated and returned to service.

Mr. Kisselbrack, who recently retired, reported that the recovery rate of participants in the program was approximately 75 percent.

With this encouraging experience, Penn Central is now extending the program system-wide.

Seven employee counselors, shown on this page, have been assigned at key locations.

They all have had personal experience in dealing with the problem of alcoholism.

They all are veteran railroaders and have been given special training before appointment as counselors.

They are ready to help any employees located in their areas. And they welcome the assistance of knowledgeable volunteers who may want to aid the program.

In addition to the seven counselors, Penn Central's regional medical director at Altoona, Pa., Dr. David W. Bishop, heads an alcoholism clinic at Altoona Hospital, and assists employees at that location.

Penn Central has issued an official Policy on Alcoholism. Here are key portions:

"It is the purpose of the Company to make its employees aware of the nature and dangers of alcoholism and to offer such help and guidance to those of its employees afflicted by excessive use of alcohol as will assist them in rehabilitation to sober, reliable, and productive employees.

"Employees seeking assistance or referred to assistance will not have

## To the Penn Central Family

Alcoholism is an illness that can affect people in every occupation and every level of society.

As railroaders, we are particularly conscious of the effect the unwise use of alcohol could have on the safety and efficiency of operations. Equally, we are concerned about the tragic impact alcoholism can have on individuals and their families.

That is why Penn Central has developed a program for prevention and control of alcoholism, and has appointed Employee Counselors at key locations across the System.

Any employee with a drinking problem is invited to seek the help of an Employee Counselor. I wish to emphasize that this help will be given on a confidential basis, and will not impair the employee's job security or promotional opportunities.

I am gratified at the cooperation offered by railroad unions in this important undertaking. This effort could not succeed without their active support.

Jervis Langdon, Jr.  
President

their job security or promotional opportunities jeopardized by participation in employee counseling, diagnosis or treatment. Confidentiality in the diagnosis or treatment of alcoholism is mandatory."

The counselors will help employees in obtaining outside services or counsel when appropriate. The counselors will be able to obtain advice and assistance from the Railroad's medical officers.

The counselors' help will be available to employees who have been removed from service for Rule G violations. But the main emphasis of the counselors' work will be on prevention—working with the employee who knows he is headed for trouble and getting him on the right track before he reaches the disciplinary stage.

The program does not modify disciplinary procedures for Rule G violations. The Policy on Alcoholism explains:

"The necessity for compliance with collectively bargained agreements and for protecting the safety of operations is overriding. Therefore nothing provided in this policy or its administration seeks to change scheduled agreements or the proper handling of employee discipline in accordance with such agreements."

Copies of the Policy on Alcoholism have been sent to all the labor organizations representing Penn Central employees.

A Penn Central System Committee on Alcoholism will set policies and guide the program. This committee will consist of five System officials, two Regional officials and two union officials.

The union officials will be elected by an Advisory Committee of union representatives. All the unions on the Penn Central have been invited to appoint representatives to the Advisory Committee, and most have already done so.

## Employee Counselors in seven cities are now available to help railroaders



**Earl W. Mullen, New Haven**  
Employee counseling office, Room 118, General Office Building, 54 Meadow St., New Haven, CT 06506. PC phone, 2284. Mr. Mullen's railroad job was stenographer-clerk.



**Frederick C. Hart, New York**  
Employee counseling office, Lower Level, Grand Central Terminal, New York, NY 10017. Penn Central telephone number, 2029. Mr. Hart's railroad job was locomotive engineer.



**George G. Toadvine, Philadelphia**  
Employee counseling office, Room 301, Penn Central Station-30th Street, Phila., PA 19104. Penn Central telephone number, 3506. Mr. Toadvine's railroad job was block operator.



**James B. McGrady, Pittsburgh**  
Employee counseling office, Room 209, Penn Central Station, Pittsburgh, PA 15222. Bell telephone number, 471-6095. Mr. McGrady's railroad job was clerk to the Division Engineer.



**Louis J. Flick, Toledo**  
Employee counseling office, Room 4-C, Colonial Building, Heatherdowns & Key Sts., Toledo, OH 43614. Bell telephone number, 893-5463. Mr. Flick's railroad job was freight brakeman.



**John E. Oliver, Detroit**  
Employee counseling office, Room 500, Penn Central Station, 2405 W. Vernor St., Detroit, MI 48216. PC phone, 4481. Mr. Oliver's railroad job was locomotive engineer.



**John R. VanDerVort, Indianapolis**  
Employee counseling office, 3021 W. 39 Street, Indianapolis, IN 46208. Penn Central telephone number, 4596. John Van DerVort's job on the railroad was crew dispatcher.

# BIG JOB

## Keeping precise control of 150,000 different kinds of materials and supplies

What do you use in your daily work?

Hammers, wrenches, drill bits, welding rods?

Nails, spikes, gaskets, lubricating oil?

Copper wire, pipe fittings, hand lanterns, wiping cloths?

Paper clips, note pads, pencils, report forms?

Everybody who works on the railroad uses something. When you add everything up, you find that more than 150,000 different kinds of materials and supplies are used in running the railroad.

To buy all those items costs Penn Central more than \$300 million a year. In 1974, with the effect of continued inflation, particularly in the cost of diesel fuel, total purchases reached almost \$380 million.

"You can see why we go to extreme efforts to keep precise control of all the things we buy," said Fred A. Zimmerman, PC director-materials.

"And you can see why we need the support of all Penn Central employees to make certain that everything we buy is properly used and nothing is wasted."

During the past year, Penn Central has completed installation of a new computer-based system to provide the most intensive and far-reaching control of supplies and materials—from the time they're purchased until the time they're used on the railroad.

The new system is called MAPS. That stands for Material Accounting and Purchasing System.

Penn Central's Systems Development Department managed the design and other technical aspects of MAPS.

"This system is enabling the Purchases and Materials Department people to do their jobs more effectively than ever before, and gain substantial savings for the railroad," said Robert C. Boyd, manager-business systems.

"It helps guide the purchasing agents to the best buys.

"It helps prevent over-ordering.

"It helps prevent errors in making payments.

"It helps prevent waste motion



To find out the quantities of a specific supply item at various PC locations, Joan Sinesi taps out a question to the computer. The answer appears on the screen—in seconds.

in routing supplies to where they're needed on the railroad.

"And it helps keep the railroad's inventory to the lowest practical level, thus tying up less cash."

Penn Central has 750 locations—variously called storerooms, stockrooms, supply points—where materials and supplies are kept for local use. They get their stock from one or another of eight Penn Central material distribution centers. These are at Harmon, N.Y.; Wilmington, Del.; Altoona and South Altoona, Pa.; Collinwood, Canton and Columbus, Ohio; Beech Grove, Ind.

The distribution centers, in turn, obtain their supplies and materials from more than 9,000 manufacturers and vendors scattered through the 16 States where Penn Central operates.

Suppose, for example, a car shop is running low on air brake hoses.

The shop sends a requisition to the distribution center that serves it, and a supply of hoses is sent to the car shop by railroad car, piggyback or highway truck.

What if the distribution center doesn't have enough air hoses to fill the order? Somebody simply sits down at the center's computer terminal and types an inquiry: Who's got a surplus of air hoses?

Almost instantly, the answer flashes on a screen—a list of all points that stock air hoses, and how many each could send without cutting its stock below its own normal needs.

The nearest and best supplied location is then asked to ship out



The press of a button instructs the computer to make a printed list of supplies. Alexis Lederer removes the desired list from the high-speed printing machine.

the needed quantity.

"Now suppose we're getting generally low on air hoses across the system, and it's time to reorder from our suppliers," says J. A. Smith, director-purchases.

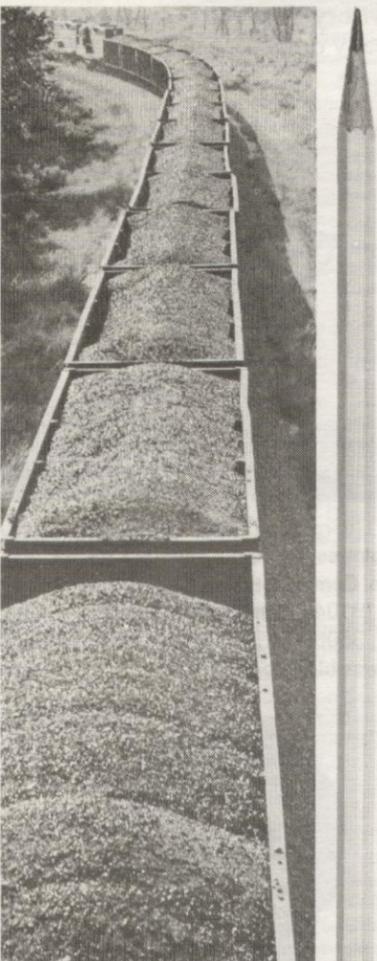
"Here again the computer gives us quick and important answers. It tells us how many air hoses we've been using in a typical month, to clue us on how many to order now. It names the companies we most recently bought from, tells how promptly they made delivery, and the unit prices. It also indicates other vendors who handle this item, their prices and terms.

"All this information guides us in making the wisest decision on where to place our new order."

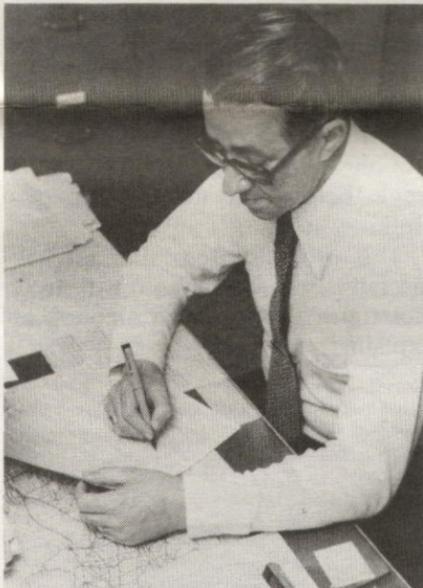
The computer can provide this and other information solely because Purchases and Materials people across the System are constantly feeding information into the computer. Every time supplies are ordered, or supplies are delivered, or supplies are transferred from one PC point to another, somebody sits down at a keyboard and tells the computer about it. Immediately, the master files in the computer are updated, making all records current as of that instant.

At any time, anybody who queries the computer about any stock item can get an up-to-date answer on how much of that item is on hand at PC distribution centers, how much has been requisitioned by PC

## TO BUY A 2¢ PENCIL



The Railroad has to work hard for its supplies and materials. This standard pencil, for example, costs the Railroad 2 cents. To collect 2 cents in revenue, the Railroad has to haul a ton of coal 1.2 miles!



D.L. Tipping, asst. supervisor-inventory, reviews a request from a car shop for a new shipment of supplies. He checks to see if the items are available at PC distribution centers, and whether the quantity asked is reasonable. Tight control is maintained to avoid excessive inventory.



If approval has been given to purchase a supply item, Lynn H. Creighton selects an authorized vendor located closest to the PC location where the item will be used or stocked. Then he goes over the details of the proposed purchase with A.H. Kasparian, senior buyer.

using locations, how much is on order from suppliers, whether any of the orders are overdue, and whether the stock is low enough to warrant new ordering.

"This is only one of the things MAPS does for us," said John J. Brown, assistant director-materials.

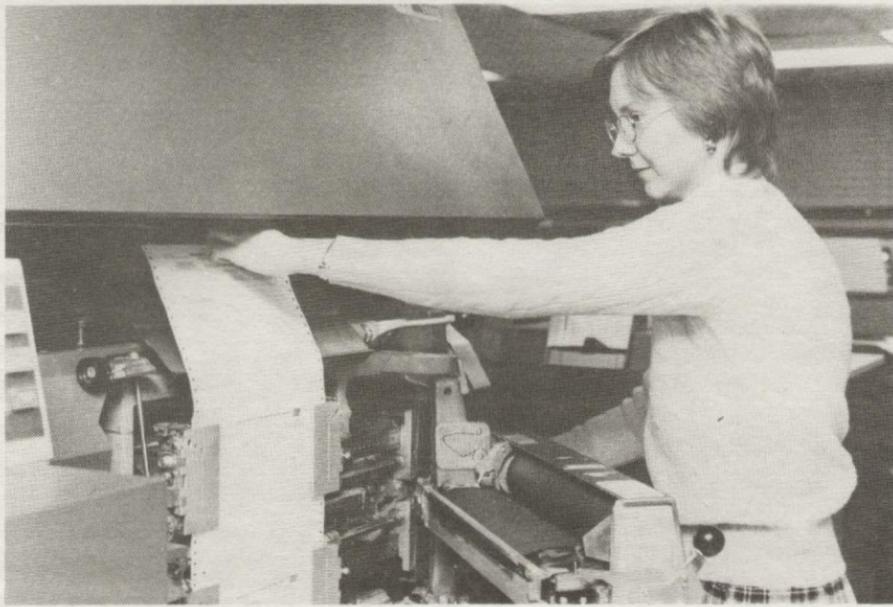
"Take another example — the morning Pick List. That's the list of supplies and materials that are to be sent out by our distribution centers.

"The night before, the computer accumulated all the requisitions from the hundreds of PC using locations, and assembled a consolidated list for each distribution center. To start work the next morning, each distribution center need only tap its keyboard, requesting a Pick List, and a complete list of what it should ship out is printed on paper or displayed on a screen."

People in Purchases and Materials have always worked with data of this kind, long before computers were born, Fred Zimmerman emphasizes.

"What's new is this marvelous ability to get the facts with such speed — facts on all parts of this huge railroad — facts on how our supplies stand right now, not last week or last month," he says.

"And MAPS has many side bene-



Whenever a new purchase of a particular item of material is authorized and a vendor is selected, that information is typed into the computer. At day's end, Sarah Miller (above) gets the computer started on printing out all the day's orders for mailing to vendors.

fits. Let me mention just a few examples:

"PC's Accounting Department uses it to make sure bills for supplies we buy are correct and match the supplies actually delivered.

"Our Tax Department uses MAPS to determine the amount of sales or use taxes we're required to pay on the purchases we've made, and also

to verify any tax refunds due us.

"Our Budget officers use the data provided by MAPS to forecast cash requirements for future purchases.

"All in all, we know we're not bragging a bit when we say that MAPS is the most advanced and comprehensive system of its kind in the railroad industry."

## Please Help Conserve Materials And Reduce Purchases

The urgent attention of Operating Department people is necessary in ordering and using material during this critical period of cash problems. Operating Department people are the big users and consequently have a major stake in attacking this problem.

Despite the significant contributions of our computer system, you remain the most important element of control.

I am aware of the difficulties you've faced over the last few years in trying to maintain the property, and I know you've done a great job under severe circumstances. However, we are now at another crisis point and I need your help.

Good, sound, on-the-ground judgment is the key. If each of you restricts your material purchases and consumption to what you consider absolutely necessary for the specific job at hand, the present crisis will be added to the long list of those which you have successfully overcome in the past.

A.M. Schofield  
Sr. Vice President-Operations

## How PC People Save Supplies And Prevent Waste



**USING SMALLER PAPER:** Standard memo paper is 8½ x 11 inches. But many memos could fit on half-size sheets, 8½ x 5½ inches. Lois E. Dunmore, clerk-stenographer at Chicago, demonstrates this simple way to save paper (which has sharply risen in price).

**SHIPPING WITH CARE:** Sometimes a delicate instrument being shipped for repair at a PC repair shop is further damaged in transit. Lawrence A. Dorman, shipping and receiving clerk at Enola (Pa.) Diesel Shop, carefully wraps an ammeter in protective cover. And he makes sure not to load it in a box with heavier items on top.



**AVOIDING EXCESS STOCK:** Stanley A. Vlijasz takes inventory of journal bearings at 59th Street Shop, Chicago, to make sure there isn't an excess on hand. Anything more than a normal 30 days' supply of any kind of material should be returned to a Penn Central Material Distribution Center.

**SAVING THOSE PALLETS:** The railroad sends supplies and materials on pallets for easier unloading. Gilbert V. Miller at Enola, Pa., makes sure all the pallets are returned in the emptied car. (Even damaged pallets are returned. It's cheaper to fix them than buy new ones.)



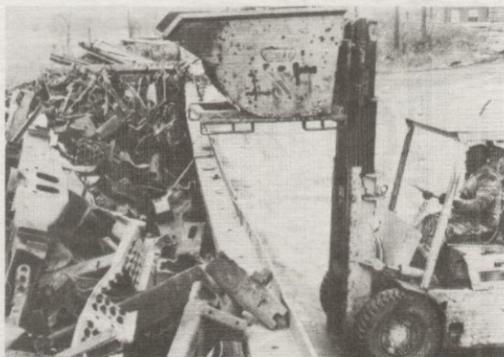
**USING SCRAP PAPER:** Obsolete forms and other waste paper can be used on reverse side for inter-office memos. Kathy Higdon, stenographer in Freight Sales, Harrisburg, Pa., cuts memo sheets out of paper that normally goes in waste basket.

**USING CARBONS INSTEAD OF COPIER:** Pat Pumphrey, clerk-time-keeper at Baltimore, Md., makes several copies of a report by using carbon paper instead of Xerox or other copying machine. Carbon paper costs much less than making use of the copying devices.



**USING REUSABLE ENVELOPES:** Mary Miciche, at division engineer's office, Baltimore, uses a multi-use envelope, not a one-time envelope, for company mail. And note: Any surplus accumulation of multi-use envelopes should be sent back to Penn Central Stationery Storehouse located at Cleveland, Ohio.

**KEEPING SCRAP MOVING:** At Chicago Earl Taylor loads scrap to send to PC Reclamation Plant at Hollidaysburg, Pa., for sale to dealers. Roundup of scrap at all PC points brings needed cash to the railroad. But before sending scrap, PC employees segregate parts that could be repaired and reused. If in doubt about usability, they send it in separate containers to let Reclamation men decide.



# Safety Poster Contest For PC Youngsters

**H**ere's a chance for Penn Central sons and daughters — ages 5 to 18 — to give a boost to safety for their parents at work.

A chance for the youngsters to show their artistry and originality.

And a chance to win prizes.

You can do this through the new Safety Poster Contest sponsored by the Penn Central Post and the Railroad's Safety Department.

You're eligible if your father or mother is an active employee of the Penn Central Transportation Company.

Here's what you do:

1. Get Dad or Mom to tell you about some Penn Central safety rule.

2. Draw a poster illustrating the rule. You may use ink, crayons, paints or magic markers.

3. Add a title or slogan.

4. The poster may be any size up to 17 inches wide and 22 inches high.

5. Fill out the coupon at right and paste it on back of poster.

6. Mail it First Class Mail. The sooner, the better.

All entries become the property of Penn Central Transportation Company and cannot be returned.

The best posters received from PC sons and daughters will be entered in a national competition arranged by the Association of Railroad Editors, which will award the prizes in three age groups: (A) Ages 5 to 10; (B) Ages 11 to 14; (C) Ages 15 to 18.

## PRIZES IN 3 AGE GROUPS

The best posters submitted by Penn Central youngsters will be entered in a national competition held by the Association of Railroad Editors. The Association will award the prizes, in three age groups.

	1st Prize	2nd Prize	3rd Prize
Ages 5 to 10	\$100 Bond	\$50 Bond	\$25 Bond
Ages 11 to 14	\$100 Bond	\$50 Bond	\$25 Bond
Ages 15 to 18	\$100 Bond	\$50 Bond	\$25 Bond

Fill out and paste on back of poster

Mail to: Safety Poster Contest, Penn Central Safety Dept.,  
Room 1021, Six Penn Center, Phila., Pa. 19104

My name \_\_\_\_\_

Street address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Date of birth \_\_\_\_\_ Phone No. \_\_\_\_\_

Father's (Mother's) name \_\_\_\_\_

Works for Penn Central at \_\_\_\_\_

Department and job title \_\_\_\_\_