

PENN CENTRAL



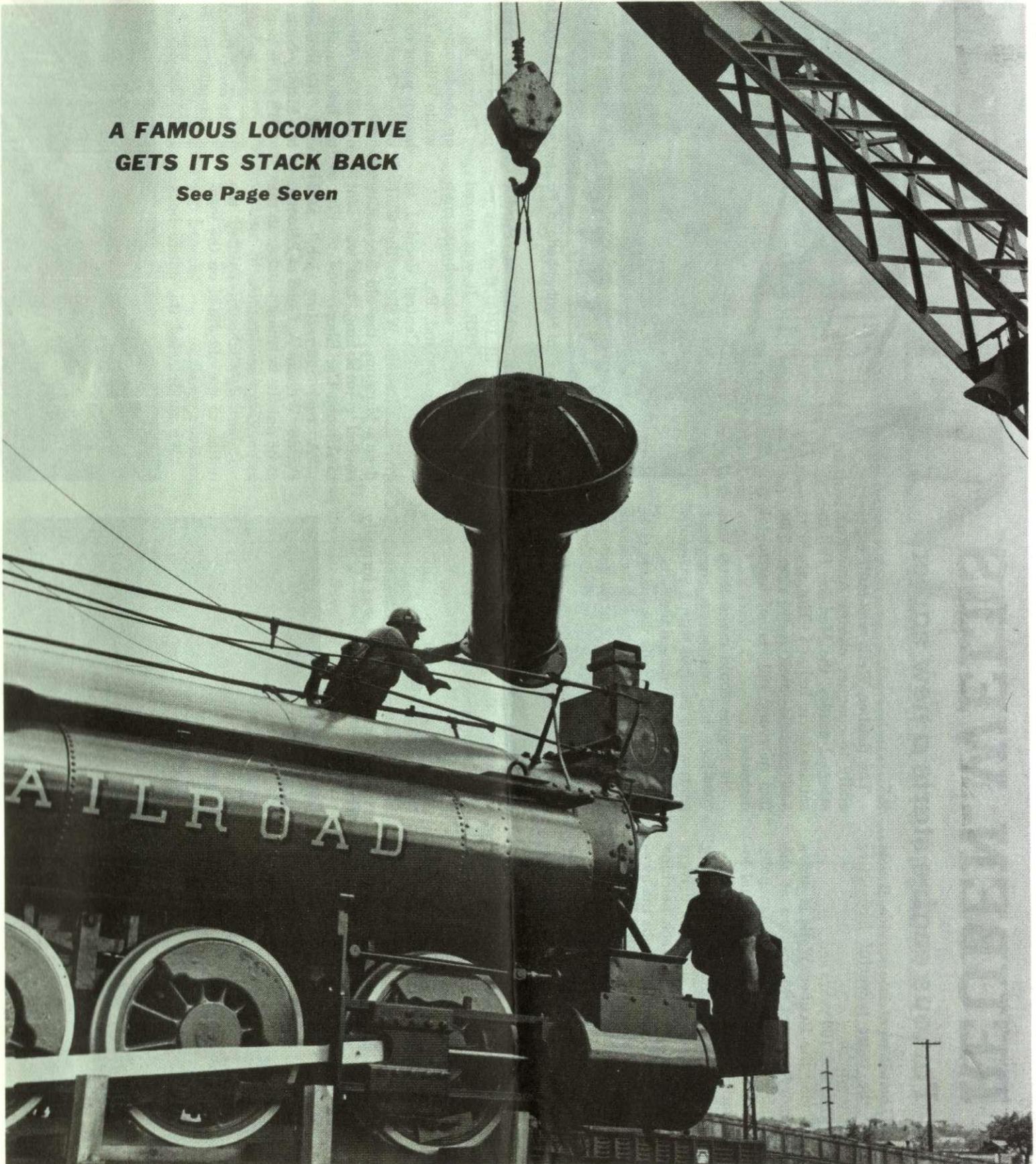
POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

AUGUST 1, 1968

**A FAMOUS LOCOMOTIVE
GETS ITS STACK BACK**

See Page Seven



STARRING . . . PENN CENTRAL PEOPLE

It didn't make any of the Academy Awards.

But it drew raves at the recent annual meeting of Penn Central shareholders.

The movie, which had its premiere at the meeting, was entitled, *Call Us Penn Central*.

The stars: Penn Central employees. The purpose of the movie was to provide a look at the merged company, in living color.

The producers of the film, Fred L. Frechette Productions, focused on Penn Central people.

Said the narrator on the movie's sound track:

"Our most important asset is the hundred thousand men and women who make Penn Central run.

"They know that much remains to be done to reshape their rail system and other enterprises to meet the challenges they face. But they also know we're on the move, progressive, and ready to make change work for us in achieving our goals."

The camera eye zeroed in on employees in a variety of crafts and locations:



The camera gets William J. Hughes as he moves a new boxcar at Samuel Rea Shop.

An engineman in Massachusetts, a car builder at Altoona, a passenger representative at Chicago, a computer operator at Philadelphia, a research scientist at Cleveland, a crane operator at Ashtabula, a track worker at Selkirk, a conductor in New Jersey.

There were scenic shots to spotlight important aspects of Penn Central operations:

Newly built gondolas, in bright green paint, rolled out of Samuel Rea Shop at Hollidaysburg, Pa., and formed part of a spectacular train moving through the Allegheny Division.

A 100-car coal train was typical of the 750 unit trains of coal moving each month on Penn Central tracks.

A construction shot showed progress on the new 35-mile Waynesburg Southern Railroad in southwestern Pennsylvania and a new 10-mile extension of the Captina Branch in southeastern Ohio, both of which will bring more coal business for PC people to handle.

The new giant Ashtabula coal pier was shown getting ready to load ships.

Shots of special trains illustrated Penn Central's role in hauling about 20 percent of all new autos to market, and about 21 percent of the Nation's piggyback shipments.

A construction view illustrated the 700 new industrial plants and plant expansions located along the Railroad last year.

A series of shots showed such technical innovations as the Instant Car Locator system, Automatic Car Identification, and the Railroad's patented snow blower which clears track switches with jet power.

The movie called attention to Penn Central's moves to diversify into other kinds of enterprises, in or-



Movie cameraman makes film of Engineman Oscar S. Kephart's diesel and train of new gondolas. In photo below, the star is J. S. Norris, a hostler at Altoona Yard.

der to strengthen its financial structure so as to meet the ups and downs of railroad traffic. Some of the scenes showed real estate projects underway or planned for railroad property at New York, Philadelphia, Pittsburgh, Chicago and Washington. Other scenes showed Penn Central's realty investments in Florida, Texas and California. The Buckeye Pipeline Company, another subsidiary, was shown carrying jet fuel. Another shot showed the Strick Corporation, which manufactures aluminum trailers and containers, including many of the containers used in the Railroad's Flexi-Van Service.

The movie concluded by saying that innovations in railroading, strengthened by a broadening base of diversification, will help Penn Central "mold itself into a new image . . . the shape of the railroad of the future.

"All of us are proud to say: Call us . . . Penn Central."



And then they went quietly back to work

"Throw the switch. We're going in."

And in they went—the men of a PC yard crew—into the intense flame and heat of a burning warehouse along the Railroad's main line in Philadelphia.

Engineman W. R. Yeager shouted the terse message to his brakemen as they arrived at the scene of the fire. The men's action saved two loaded boxcars and cleared the way for city firemen to combat the blaze.

"The flames were about 25 feet high and billowing across the loading tracks," Engineman Yeager recalled. "And two cars were right in the middle of them at the docks."

The crew went four car lengths into the flames to couple first one and then the other of the cars. Then they retreated through the flames, pulling them to safety.

Inside the cab, the heat was so intense that the engineman could not sit in his seat.

"I had to stand up," Mr. Yeager said. "I put my back to the door to be in a flexible position if the windows blew in."

Brakeman J. A. Kane began inspecting the scorched cars as soon as they were clear of the flames. He entered one and used a fire extinguisher to cool four smoldering cases of fur-

niture.

While he was in the car, the rest of the crew returned to the fire area. Brakeman B. T. West handled the switch as they removed a draft of about 15 cars from an adjacent track.

Almost immediately, city firemen arrived and moved their fire-fighting equipment into the track area emptied by the crew.

"They didn't have to waste any time waiting for the cars to be moved," said PC Fireman H. E. Claiss. "They were able to get right to work fighting the fire."

Originally, the crew left Margie Yard in Philadelphia to spot three

cars on loading tracks. Less than a mile down the track they noticed the fire in the warehouse.

Conductor R. L. Wagner immediately left the crew to call nearby North Philadelphia tower. He reported the fire in order to protect other rail traffic in the area.

In the meantime, the men at the engine quickly cut off the three cars and started toward the warehouse.

A volunteer fireman in his home town of Brookhaven, Pa., Engineman Yeager weighed the safety of the crew and locomotive against the need to remove the cars from the fire area.

"I knew there was a risk, but I felt we could go in, get the cars and get back safely," he said.

He and the crew did just that. Then they quietly went back to work, picking up their three cars and spotting them where they belonged.

Here's the crew after the emergency situation was over: Fireman H. E. Claiss, Engineman W. R. Yeager, Brakemen B. T. West and J. A. Kane, Conductor R. L. Wagner.



Stranded

Patrolman James Quale found refuge for two travelers who were stranded in Penn Station, New York, recently.

In the middle of the night, Mrs. Wayne T. Hyde and her son Jeff were trying to make connections for their home in Alexandria, Va. Finding no trains running at that hour, she decided to look for a car rental office and drive home.

In a letter to Penn Central, Mrs. Hyde said: "Patrolman Quale told me the car rental office was closed but that he'd be glad to call nearby hotels in an effort to find us accommodations to stay over till morning. After several fruitless tries, and not wanting to bother him further, I said I'd go out on the street and find an all night restaurant. He refused to let us consider such a move, saying that it was unsafe to wander around at that hour. Here was a perfect stranger, personally concerned for our welfare, and so kind."

Patrolman Quale took Mrs. Hyde and her son to the station master's office where they were able to catch a few hours' sleep on a bench. In the morning they took a Penn Central train south.

"Mr. Quale, by his kindness and willingness to involve himself in our problems, did what no amount of advertising could ever do," said Mrs. Hyde. "His efforts on our behalf, and the humanity of a supposedly cold, impersonal transportation line, turned what could have been a miserable ending into a safe harbor for me and my son."

Carnival on Rails

Strates Shows' train is colorful tradition

The show was over but it still drew a crowd.

Moving out of Cherry Hill, N.J., was the James E. Strates Shows, a traveling carnival. It had just finished an eight-day engagement and was rolling over Penn Central tracks, headed for Hartford, Conn.

Carnival fans, railroad enthusiasts and camera bugs gathered to watch the colorful train, with cars and vans splashed with brilliant

reds, yellows and blues.

Supervising the loading of flatcars was Alan A. Travers, general representative for the show.

"We're a highly mobile organization," said Mr. Travers. "We've got a lot of heavy equipment that has to be packed up and moved on a tight schedule."

Mr. Travers explained that most of the carnival's equipment could not be moved over the highways because of weight restrictions.

"So we pack the concessions, rides and power equipment in vans and load them aboard our 36 flatcars," he said.

"The traveling employes are moved in 12 Pullmans and we have two converted Railway Post Office cars for our two lions and six elephants.

"When we're ready to go, we move as a unit."

The movement out of Cherry Hill was coordinated by Penn Central Trainmaster R. L. Hantke. He worked closely with the show's trainmaster, Edward Kelly.

As flatcars were loaded and ready to join the train, Conductor Bud Dott gave his engineman departure orders over his two-way radio. Mr. Dott paused to glance down the row of gaudily painted cars and vans.

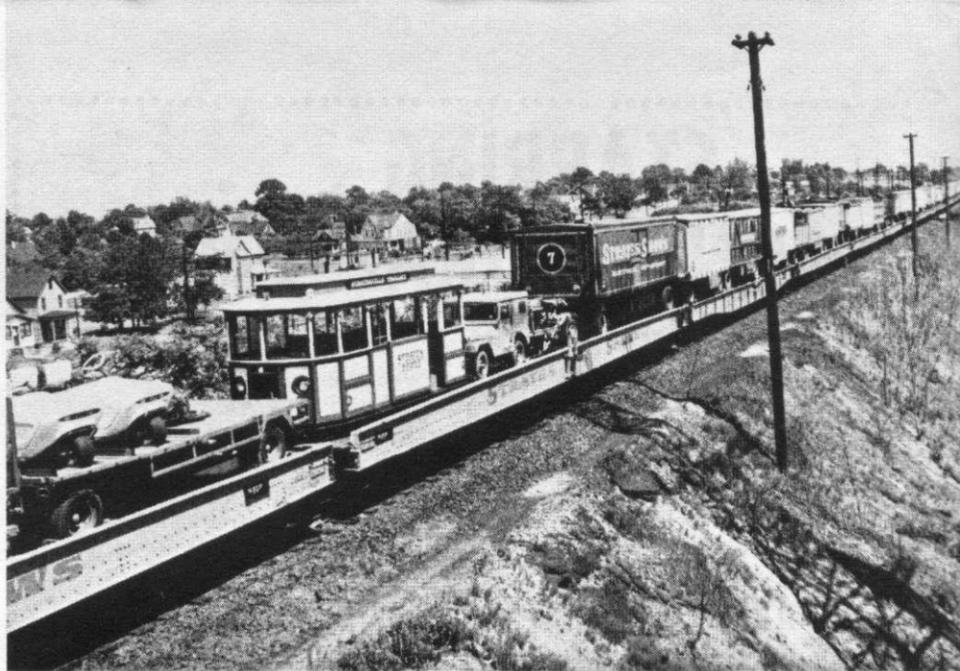
"You don't see many shows like this any more," he said.

The Strates organization is one of eight circus and carnival shows that do all their traveling on railroad cars. Strates has been a customer of the New York Central and Pennsylvania railroads for 52 years.

E. James Strates, the present owner, said the key to his operation is mobility. He proudly told of the time during World War II when the Army sent experts to study the show's transportation methods.

"We can pack up and move overnight," he said. "They wanted to learn how we did it, to get ideas for the Army's new emphasis on mobility.

"Another key idea for the Army is the ability to interchange parts of equipment. This concept is also employed by our show."



Largest carnival show now using railroads rolls through Camden, N.J., on Penn Central.



Eternal fascination of the side show continues to find new followers everywhere.



Converted Railway Post Office cars carry the show's six elephants and two lions.

The Strates Shows spends the winter in Orlando, Fla. When it moves north at the beginning of its 30-week tour, Penn Central picks it up from the Baltimore & Ohio Railroad at Wilmington, Del. The show changes railroads at Phillipsburg, N.J., where it moves onto the Lehigh and Hudson River Railway. When the show reaches Framingham, Mass., Penn Central receives it again and moves it as far as Buffalo, N.Y.

"Our existence depends on the railroads," said Mr. Travers. "When the show first started, the elder Mr. Strates tried moving by truck. Then he bought five railcars and tried the railroads.

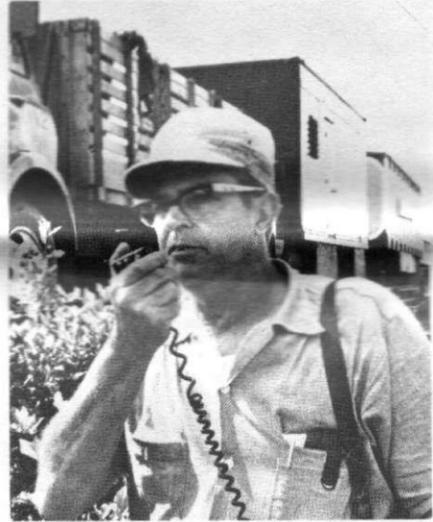
"We've been using them ever since."



PC Camden Trainmaster R. L. Hantke confers with Ed Kelly, show's trainmaster.



Engineman Nubert L. Borel waits for conductor's word before moving 50-car train.



Freight Conductor Bud Dott gives movement order to engineman over his radio.

ZOOM! a man in a hurry



It's hot!

Literally, the 30-foot flame generated by this hot rod reaches 2,100 degrees.

Figuratively, it's the hottest or fastest car on the hot rod circuit. It holds the American Hot Rod Association certified quarter-mile record—8.72 seconds.

That comes to 165.54 miles per hour.

The remarkable hot rod is owned and driven by James Costilow, a Penn Central freight trainman in Enola Yard, near Harrisburg, Pa. He calls it the Turbo-Stang and it cost

him \$10,000.

"You could say I drive it," Mr. Costilow explains, "but it's more like sitting on a rocket. You mostly point it in the direction you want to go.

"This car isn't anything you'd drive around the streets. I drive it only in recognized races at airports or official hot rod tracks."

Outwardly, the hot rod looks like a Ford Mustang.

But the body is made of fiberglass. There's a wing device on the rear deck to keep the car from lifting at high speeds. The engine is mounted

at the rear end.

There's no radiator, and only a few small tanks are under the hood. These hold the special propyl-nitrate fuel and the nitrogen and oxygen used to pressurize the fuel system.

"Once the car is lit up, the pressurization stops," Mr. Costilow says. "The oxygen in the fuel is sufficient to sustain the combustion.

"The fuel is decomposed into hot gas and forced through a nozzle ring onto the blades of the turbine."

The spinning turbine is what moves the car. It's coupled directly to the through shaft that turns the wheels.

The engine develops full power—62,000 revolutions per minute—in

1/20th of a second.

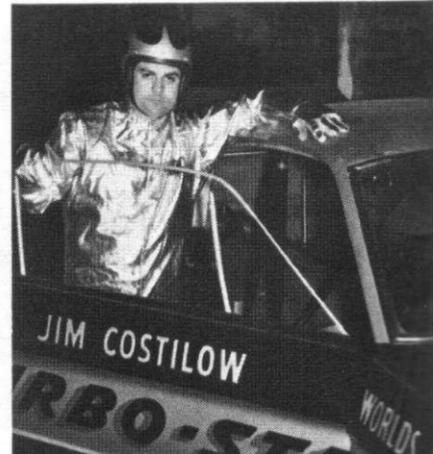
The Turbo-Stang is Mr. Costilow's second record-breaking hot rod. He made several records in a Ford Cobra with a conventional engine.

His best time in this car was 11.73 seconds for the quarter-mile. He and his partner, Bruce Larson, won races in the Winter Nationals at Pomona, Calif.; Spring Nationals at Bristol, Tenn., and Summer Nationals at Indianapolis, Ind.

They also competed in the World Street Eliminator Championship race in Tulsa, Okla.

"We lost that one," Mr. Costilow said, "but it's no disgrace. Only seven cars in the entire country were eligible to compete."

James Costilow wears flame-suit, similar to those used by astronauts. Also, while driving, he makes use of a breathing mask.



New Empire train radios get ACTION!

Standing on an embankment, a young vandal hurled a stone at a train.

It shattered a window. Inside Train 83, heading toward Albany, N.Y., Conductor C. S. Thornber reacted immediately.

He flicked on his portable radio and spoke to Engineman William K. Balluff:

"A kid just broke a window. Nobody's hurt. Get the dispatcher to call the police."

Engineman Balluff swiftly notified Dispatcher Frederick N. Mills in midtown Manhattan. The dispatcher alerted Penn Central police at Spuyten Duyvil, the town closest to the incident. In a short time, the police



Conductor C. S. Thornber can use the new radio for fast contact with engineman.

caught the rock thrower.

"That's just one example of how we use the new radios we've installed on all Empire Service trains," said Norman J. LeBlanc, trainmaster on Penn Central's Hudson Division.

He picked up one of the radios, no bigger than a carton of cigarettes.

"It's pre-set to the same frequency as the radio in the engineman's cab," he explained. "The conductor can talk with the head end any time he wants. This has made the conductor's job a lot easier and has surely benefited passengers."

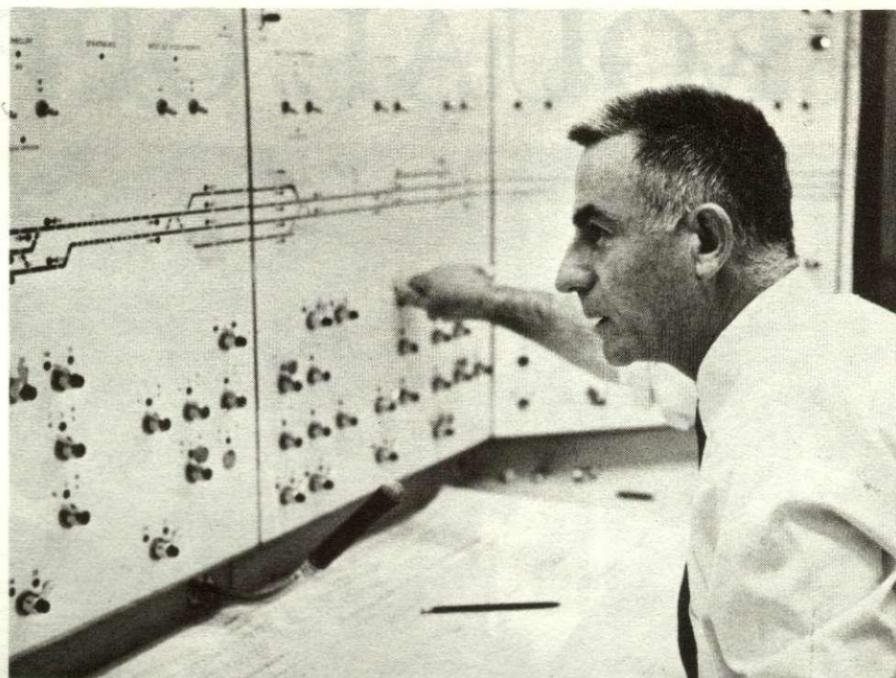
"For example, one day a conductor noticed an elderly, feeble lady on one of our Empire Service trains. She walked with a cane. Well, he radioed the head end; the engineman called the stationmaster at Grand Central; and when the train arrived, there was a redcap with a wheel chair waiting for the lady.

"You can imagine her surprise and gratitude."

Trainmaster LeBlanc said the radio has helped passengers make connections for local trains.

When a train is approaching Croton-Harmon, the last stop before Grand Central Terminal, it's sometimes carrying passengers who decide to get off and catch a local commuter train instead of going all the way into the terminal. The conductor can call the engineman and ask him to have the commuter train wait.

The radio set is built to with-



Dispatcher Frederick N. Mills uses radio as he notes trains' progress on control board.

stand rugged use. It weighs 3¾ pounds and puts out one watt of power.

"The proper name is 'transceiver,'" explained Chuck Dailey, field engineer of communications and signals at New York. "The nickel cadmium battery can be recharged. There's an indicator on the top which tells when the battery is low. The indicator also tells if the unit is not transmitting properly."

Before the radios were installed in Empire Service, train personnel attended classes to learn operating procedures and they got practice in using the radios.

"It paid off," Mr. Dailey said. "Now we wonder how we ever got along without these radios."



Engineman William K. Balluff's radio is always at hand in case of emergency.

Now it's called the Penn Central A.A.

All the big guns of golf were there: Hershel Fields, Anthony Longo, Fred Pezzella, John Gaines . . . Never heard of them?

That's because you weren't at the recent golf tournament of the Penn Central Athletic Association, at Hopewell Junction, N.Y.

These and other Railroaders had a great time knocking golf balls around the Beekman Country Club and topping off the day with a steak dinner.

What made the event special was that this was the first outing of the Penn Central A.A. Up to this year, the organization had been the New York Central A.A.

"We'd gone 45 years under that name," said the president, Bob Chevlowe, a statistician in the Freight Car Utilization Office at New York. "The organization was formed with the idea of bringing members of the Central family to-

gether to have a good time.

Putt didn't fall for PC Tax Agent Joseph M. Rice, and he doesn't take it lightly.



gether to have a good time. "Now the family has been expanded by the merger, and we've changed the name to extend a welcome to all people from the Pennsylvania Railroad. Those interested can call Bill Brinkerhoff at 2067 on the Central exchange at New York."

Mr. Brinkerhoff, an accountant in the Comptroller's Office, is director of social activities for the Association. In addition to two annual golf tournaments, it sponsors group vacation trips to Hawaii and Europe, and arranges reduced-cost tickets for athletic events and tours of New York.

The outing at the Beekman Country Club included some typical golf scenes.

J. J. Ward, supervisor of labor relations at New York, was up to his knees in grass.

"I seem to spend most of my time in the rough," he confessed.

Robert T. Roe, district safety supervisor, split the fairway with a driver, but hastened to say, "The course record is safe with me playing."

Anthony A. Longo, car cleaner leader at North White Plains, N.Y., began to give his partner, Fred A. Pezzella, advice on a difficult shot.

"Thank you," said Mr. Pezzella, a coach cleaner, "but my game is bad enough with just one amateur working on it."

John H. Gaines, an engineman on the Hudson Division, said his game wasn't going so well—"but the idea is to have a good time."

Fred B. Dorner, shop foreman at Harmon, N.Y., sank a 15-foot putt, and commented, "Not bad for a kid my age."



J. J. Ward, supervisor of labor relations at New York, gets lost in golf jungle.

He didn't specify what age it was, but he has 46 years of railroad service.

When all the cards were added up, the champion's trophy went to Hershel Fields, Hudson Division engineman, with a gross score of 78. Norman J. Hull, director of general accounting at Philadelphia, had the lowest net score with handicap—66.

J. A. R. Smith, manager of Truc-Train sales at New York, scored 146, but the day wasn't a total washout. He received a special award for the worst score.

Scores for the tournament are tallied by George Smith, chief roadway accountant.



John H. Gaines, engineman, pulls the pin for George J. Keppler, a PC tax agent.

Engineman Hershel Fields, left, receives first prize trophy from Bill Brinkerhoff.



EQUAL OPPORTUNITY



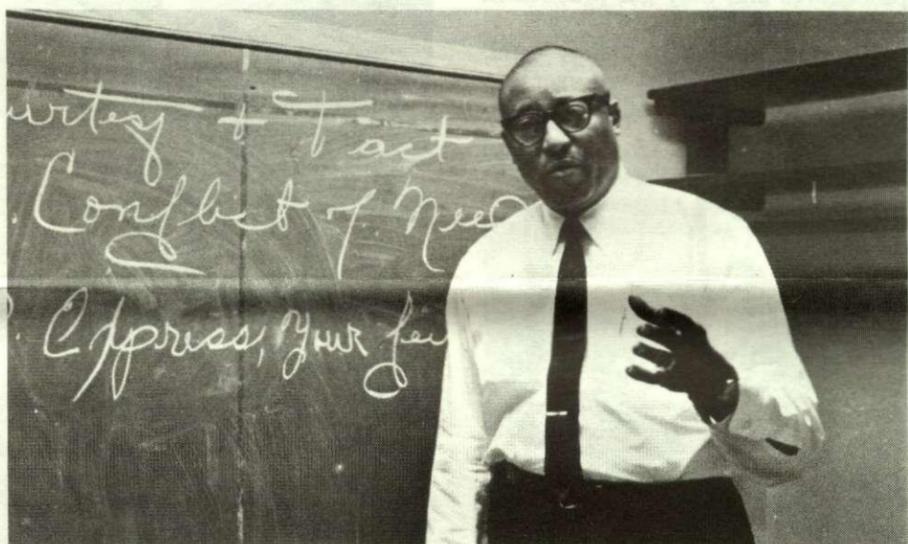
Benjamin C. Wright is a Penn Central employment supervisor on the New York Division. He joined the PRR in 1965 as a management trainee.

A native of Philadelphia, he attended Northeast High School and Pennsylvania State University before receiving a Bachelor of Arts degree at Temple University. He majored in psychology.

In the U. S. Army he served on an anti-aircraft missile team in North Jersey. He participated in boxing, football and baseball in the service as well as college.

Mr. Wright is shown testing applicants for Penn Central jobs. He says, "We have recently revised our testing system to evaluate the true qualifications of people for our job needs."

Mr. Wright is a spare-time artist, and has exhibited water colors and wire sculpture. His wife Arlethia is attending the University of Pennsylvania on full scholarship for a bachelor's degree in nursing. They have three children.



Robert C. Coston is supervisor of redcaps at 30th Street Station in Philadelphia.

He joined the PRR in 1937 as a station porter and worked with his father, William Coston.

He left to serve in the U.S. Navy, attained the rate of boatswain's mate first class, and taught motor mechanics.

He came back to the railroad as a redcap. Later he was offered a supervisor's job with a cab company at the same time he was offered the supervisor's position with the redcaps.

He chose the railroad.

"I remember my father taking me to the end of platform 13 at old Broad Street Station," he says.

"He told me, 'See that railroad—I helped build it.' He meant that he felt it was his railroad as much as anybody's."

The photo shows Mr. Coston serving as System instructor for the Northeast Corridor Project. He has taught employees how to improve public relations and help promote the success of high-speed passenger service.

Mr. Coston and his wife, Hattie, have four children.



Eleanor Foster (left) joined the New York Central's Legal Department in 1964 and is now secretary to Attorney Hyman Hillenbrand.

She lives in Queens, New York, with her husband, Byron, a former electronics sergeant with the Air Force in Vietnam.

Mrs. Foster took a liberal arts course at Pace College and then legal secretarial courses at night in City College of New York.

"Kids today should get as far as they can in any training," Mrs. Foster advises. "Even if they can't get the best, they should get the most out of what they can get."

"I've seen changes in the work force. There are more Negroes in white-collar jobs now and I hope it's not too long before it is common to see Negroes in management jobs."

An employe at Penn Central's records storehouse in Philadelphia, Albert W. Jones, had something on his mind. And recently he wrote as follows to the Penn Central Post:

"I have been an employe on the Railroad for 27 years.

"I have often regretted the fact that the work delegated to the 'Negro' employe does not give him much chance to be cited, except on very rare occasions, and very little room for him in the 'On the Way Up' column.

"The chances (of promotion) are so rare and seldom. Personal experience has taught me this."

Mr. Jones raises a significant question.

Most American industries will admit that in the past they were not as attentive as they could have been to assure equal opportunity for Negroes and other minority groups.

This applied particularly to white collar jobs and supervisory positions.

For a considerable time, the Pennsylvania and New York Central railroads took steps to correct any shortcomings of this kind.

As one example, the PRR's

official *Hiring Manual*, issued 12 years ago, stressed that all officials in charge of hiring must observe anti-discrimination laws and practices.

And not merely the letter of the law—"you must be guided by the spirit of these laws," the Manual emphasized.

The PRR and the Central widely posted on employe bulletin boards a "Notice of Non-Discrimination in Employment."

This pledged the two railroads—and now the Penn Central—to "provide equal employment opportunity without regard to race, creed, color or national origin."

This obligation means not only an equal chance to get a job but also an equal chance for promotion.

The photos on these two pages show some of the types of positions now held by Negroes on the Penn Central.

They illustrate the opportunity people of minority groups have to share in the Railroad's future, to the extent of their individual abilities.

These pictures and stories represent a rather lengthy reply to Mr. Jones's brief and thoughtful letter.



Edward Douglas (above) started as a waiter with the PRR in 1930. In 1941, he was promoted to waiter-in-charge, and was made steward in 1944. He attained his present position, supervisor of service, in 1962.

In this capacity, Mr. Douglas oversees the service in Penn Central's dining, lounge and sleeper cars. He also assigns crews, and instructs the men in safety. He is shown in the photo with Steward E. M. Fitzpatrick (right).

Mr. Douglas was born in New Orleans and moved with his family to Chicago when he was six years old. He attended public school there, and took special courses following high school.

"To me, today is the 'good old days,'" he says. "The PRR is one of the pioneers in equal opportunity. The tradition has been broken and I don't think the public would bat an eye if a Negro became a vice president."

"I think an education is essential. If you go to a company with a degree, most companies will give you an opportunity no matter what your color is."

Mr. Douglas' wife, Elma, teaches in a Chicago public school. Their daughter works in advertising, and their son is getting a master's degree at Illinois State University.

Rufus Pierce (below) is the new assistant supervisor of personnel at Cleveland, Ohio.

He started as a track laborer with the New York Central four years ago. From there he moved to the mechanical department in Collinwood Shop and served as a hostler helper, car repairman and safety supervisor.

When the job of system automotive equipment inspector was created, Mr. Pierce was named to fill it. Last month, he was transferred to the Personnel Department.

In this post, he is responsible for recruiting, screening and interviewing prospective employees in the Penn Central's Lake Region.

He also will help coordinate the Region's commitment to the National Alliance of Businessmen. The Alliance seeks to provide jobs for many hard-core unemployed.

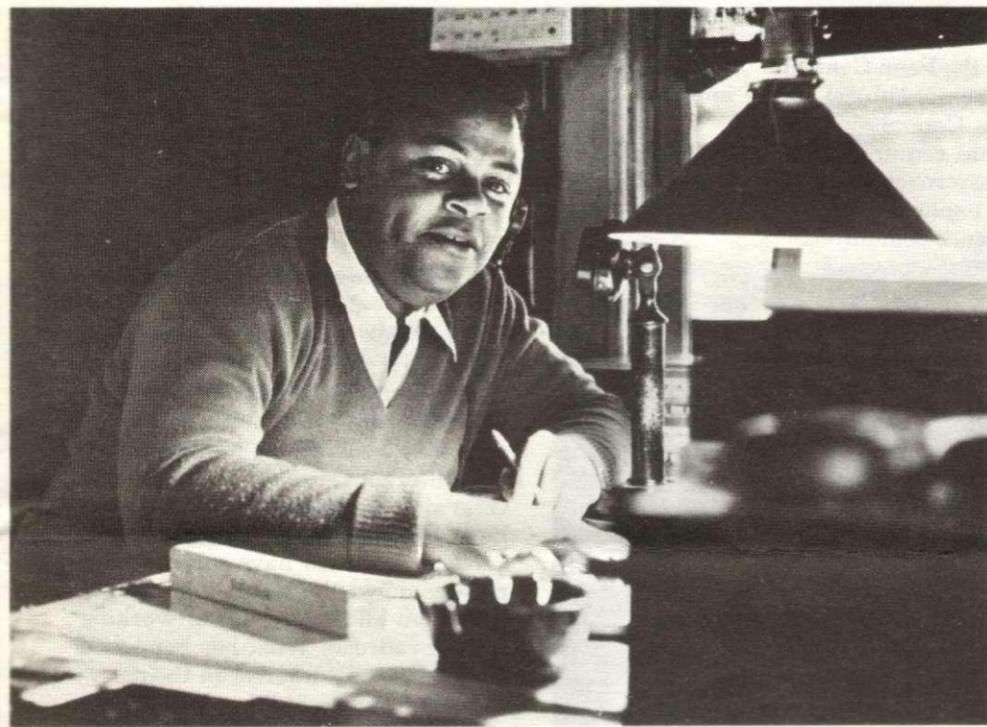
Mr. Pierce was born in Manchester, Georgia, and has been living in Cleveland for the past four years. He and his wife, Demetrel, have six children.

He attended Western Reserve University, studying business administration and sociology.

The photo shows Mr. Pierce going over cost figures in his former post in which he was responsible for inspection and maintenance schedules of highway-rail vehicles.



...without regard to race, creed or color



Robert R. Kilby is a Penn Central block operator. He works on the extra board at various towers in the Philadelphia Division.

Mr. Kilby joined the PRR as a brakeman in 1956. Following a furlough, he received training as a block operator.

He and his wife, Jaquelyn, have a four-year-old son, Robert R. Kilby, II. Two of his uncles also work for Penn Central.

During two years in the Navy, Mr. Kilby attained the rank of Air Specialist 4th Class and attended the Navy School of Music. He is a jazz enthusiast and plays the trombone, Sousaphone and stringed bass.

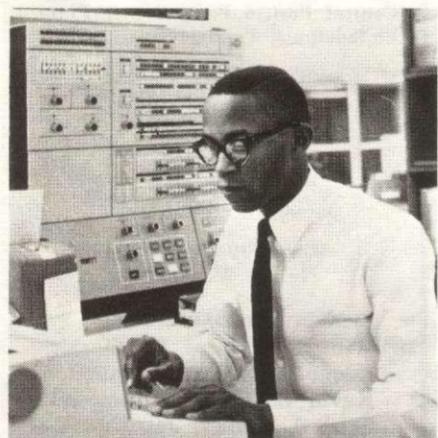


Ivor Tanner (above) is secretary to Robert Jackson, Penn Central personnel manager at New York. She started her service with the New York Central in 1967 as a secretary in the operating department.

She works extensively with the college recruiting program and interviews job applicants. She says, "The opportunity for advancement with the Railroad is excellent."

"I like my job quite well, and would like to stay in personnel work."

While in high school in New York, she won the business department award and went on to finishing school. She describes herself as a "co-op" in high school—she went to school a half day and worked at IBM a half day to get experience.



Frederick R. Renshaw (above) is a console operator at the Data Control Center in Philadelphia. He started work on the Pennsylvania Railroad in 1965 as a clerk in the

Financial Department.

A graduate of West Philadelphia High School, Mr. Renshaw is continuing his studies at night. He finished an IBM course at Temple University and is now studying accounting there.

"If you really want something," he advises, "make up your mind and go after it. It'll take hard work, but it pays off in the end."

"If you must drop out of school, pick it up at night. At least get a high school diploma. Most jobs require basic knowledge, but if you can get more—get it."

Mr. Renshaw, a member of the Greater Philadelphia Urban Movement, is a volunteer advisor to the City of Philadelphia's Department of Public Property.



George E. Jackson (above) is a ticket clerk at Penn Center Station, Philadelphia. He hired on the Pennsylvania Railroad in 1943 as baggageman, became a freight station trucker in 1958, and was promoted to his present job in 1966.

He attended Overbrook High School, Philadelphia, and participated in basketball, baseball and swimming.

He and his wife, Barbara, are outdoor enthusiasts, regularly taking weekend tours. He does push-ups and sit-ups each morning to keep trim.

Mr. Jackson advises youngsters: "Stay in school as long as possible because once you leave it's very hard to go back."

The Jacksons have four children—two at home, and a married daughter and a son in the service.

Mary E. Ricketts (right) joined the Pennsylvania Railroad as a clerk-typist in the Regional Comptroller's Office in New York in 1965. She is now working as an extra clerk and crew dispatcher at Penn Station, New York.

She handles the extra board for ushers and clerks. She also assists the stationmaster, making out wheelchair requisitions and registering train and yard crews.

Born in South Carolina, Mrs. Ricketts moved to Philadelphia with her family. She attended high school and took a secretarial course at Central Evening School.



James D. Robinson who started with the PRR as a brakeman in 1964, is now a Penn Central policeman in Penn Central Station, Philadelphia.

Usually, he's on "rock patrol," which seeks to stop rock-throwing at trains.

"I not only catch the youngsters—I try to help them," he says. "I try to persuade them to stay out of trouble."

"I tell them to find out what the world is all about. I tell them to stay in school and complete their education and take the advice of their parents and school counselors."

Mr. Robinson attended Bok Vocational School, studying drafting and cabinet-making. Before coming with the Railroad he served with the U. S. Marines and attended non-commissioned officer leadership school.

Sent to Vietnam, he instructed South Vietnamese soldiers in guerrilla tactics. He and his wife, Lorean, have one child.



Jammie G. Cooke is a production analyst in Collinwood Diesel Locomotive Shop at Cleveland. He is shown here scheduling locomotive maintenance by using a Penn Central computer.

He started with the New York Central in 1967. He says he was always fascinated with trains, and as a boy his one ambition was to work for a railroad.

"They told me at college I didn't have a chance with the railroads," Mr. Cooke says. "I told them I'd get a job with a railroad, and I did!"

He studied mechanical engineering at Bluefield State College, West Virginia. His wife, Geraldine, teaches junior high school and is going to school at night to get a bachelor's degree in education.



Fred Carr (above) started as a junior accountant with the New York Central in 1964. He is now an assistant auditor with Penn Central at New York. He is shown with Auditor John D. Murphy (left).

Mr. Carr handles personnel records of his department as well as special studies. He audits railroad accounts. His prime responsibilities are the accounts involving Grand Central Station and other railroad-owned properties in New York.

He's a graduate of Hampton Institute, Hampton, Va. He was interviewed on campus for his job with the Railroad.

He said he finds the work interesting and hopes for advancement.

OPEN LINE

REPORTS FROM ALL OVER

New yard for Columbus—An electronic freight yard, with 95 miles of track and a capacity of 5000 freight cars, will be built to serve as Penn Central's main yard in the area surrounding Columbus, Ohio.

This yard and the recently announced expansion of Sharonville Yard, near Cincinnati, will mean more efficient service for Ohio shippers and will speed service over the entire southern area of the Railroad.

The new yard will be built on a 460-acre tract west of Columbus. It will be 4¾ miles long and a half mile wide. There will be 40 tracks for making up outbound trains, with room for expanding to 70 tracks. There will be a 10-track receiving yard, 8-track departure yard, a diesel shop, a freight car repair shop, and car-cleaning tracks.

A 400-car auxiliary yard will be built nearby to serve local industry.

Traffic from eight Penn Central lines will be funneled into the new yard. These lines link Columbus with Toledo, Cincinnati, Cleveland, Charleston, West Va., Indianapolis, Chicago, Pittsburgh, Akron, and points beyond.

It's 'Penn Central Station'—Painter Bernard L. Lundy said, "I guess this is a historic event." He was changing the Pennsylvania Station sign at 30th Street, Philadelphia. From now on, the station will be known officially as Penn Central Station, 30th Street.

Similar scenes were taking place in other PC cities. Penn Central Station became the new official name for Pennsylvania Station, Baltimore; Pennsylvania Station, Pittsburgh; Central Terminal, Buffalo; and Michigan Central Station, Detroit.

However, in New York City, where Penn Central has two major passenger terminals, the names won't change. To avoid confusion, Pennsylvania Station and Grand Central Terminal will continue to be the official names.



Police conference—A two-day seminar on police management was held by Penn Central security officers at Cleveland. Police superintendents, inspectors and captains from various parts of the Railroad attended.

"We have scheduled these sessions to improve the skills of our officers, so the Security Department can more effectively handle its responsibilities," said Albert J. Tuohy, Penn Central's director of security.

Mr. Tuohy, a former supervisory official with the FBI, is shown (right center) with officials who participated in the seminar: Thomas E. Slowey, Penn Central superintendent of police, Cleveland; Charles Cusick, FBI special agent; Lloyd Gary, deputy inspector, Cleveland police department; and (standing) Donald Morely, FBI inspector, Washington, D.C.

Railroads get rate boost—The Interstate Commerce Commission granted approval for a 3 percent increase in freight rates on an interim basis, pending its final decision upon the complete proposals of the railroads, to be considered at hearings beginning September 9. Railroad industry leaders have said that the 3 percent increase, which became effective June 24, is insufficient to meet the rise in wages and other costs and to enable them to obtain the earnings necessary for improvements.

Penn Central's new addition—Plans have been announced for the merger of the Kayser-Roth Corporation, apparel manufacturer, into the Penn Central Company. After the merger, the Kayser-Roth apparel business will be operated as a separate subsidiary.

This move is part of Penn Central's program of bolstering its financial health by obtaining interests in other industries. The new merger is designed "to strengthen the entire company, including its transportation operations," said Chairman Stuart T. Saunders.

Stockholders of Kayser-Roth and the Pennsylvania Company, a subsidiary of Penn Central, will be asked to approve the merger. According to the agreement, Kayser-Roth stockholders would exchange their stock for stock of the Pennsylvania Company, which could be converted after three years into stock of the Norfolk & Western

Railway and stock of the Penn Central.

Issuance of this stock is subject to the approval of the Interstate Commerce Commission.

The Commission has required Penn Central to dispose of its Norfolk & Western stock, and this new step will further this process, explained David C. Bevan, chairman of Penn Central's finance committee.



Postscript on a big move—A recent issue of The Post told about the movement of a 190-foot oil refining heat-exchanger vessel by Penn Central people at Wilkes-Barre, Pa. Above photo, courtesy of the publication, *Via Port of New York*, shows the giant item aboard ship, while a second waits on the dock for loading. Destination: An Esso Standard refinery in Libya, Africa.

Safety on the rails—Figures from the U.S. Department of Transportation show that the railroads had only 13 passenger fatalities in 1967, a drop of 50 percent under the 1966 figure.

In terms of deaths per 100 million passenger miles, the railroads' rate was 0.9.

For the airlines, the preliminary figure for 1967 was .30—three times the railroads' fatality rate.

In the past 10 years, the deaths per 100 million passenger miles were markedly lower on the railroads than on other forms of transportation. The rates were: Railroads, .12; buses, .18; airlines, .34; autos and taxis, 2.34. Thus a railroad passenger was about 3 times as safe as an airline passenger and about 20 times as safe as an auto or taxi passenger.

A review of recent years shows that the trend in injuries and deaths in railroad accidents of all kinds—except for highway grade crossing accidents—has been generally downward, in spite of an increase in traffic, stated Thomas M. Goodfellow, president of the Association of American Railroads.

"And last year, even the grade-crossing accident trend was reversed, showing an 8.7 decrease compared with 1966," he added.

Total railroad deaths, per billion gross-ton miles, other than in grade crossing accidents, dropped from a rate of .59 in 1961 to .51 in 1967. Injuries dropped from a rate of 16.70 to 12.38

Thus, in terms of people getting hurt or killed, rail safety has shown continuing improvement, Mr. Goodfellow said.

But a confusing picture appears when "train accidents" are used as a measuring device, he pointed out. The I.C.C. ten years ago designated as "train accidents" all occurrences with more than \$750 in property damage.

"With the higher costs of today's equipment," said Mr. Goodfellow, "a rough coupling of two freight cars can—and frequently does—show up in the statistics as a 'train accident.'"



New industrial park—Plans have been made public for a new "Expressway 95 Industrial Center," a 265-acre development in Bucks County, north of Philadelphia. Interstate Highway 95 and Penn Central's main line run alongside the property.

The developers—Cabot, Cabot & Forbes Co.—foresee 25 to 30 companies settling in the industrial center, providing an estimated 5000 jobs. Most of the land has already been cleared. Construction of roads and utilities is to begin late this summer. A PC spur will be built to provide freight service to most locations in the park.



"I am sick and tired of every time I pick up a paper and read how wonderful everyone thinks the merger is. I for one think it stinks. I think the way they handled the merger of the two different railroads in the Toledo, Ohio area was lousy. I truthfully believe that the Union and the Pennsylvania Railroad have sold her employees down the river. The merger has taken all the fun out of working for the railroad. What has happened to supervision's interest in their personnel? I have said what I wished to say, as that is one of my rights in the U.S.A."—*Franklyn R. Melber, Toledo, Ohio.*

"Just a note to let you know that I enjoy reading the P.C.P. I like the articles on the different depts., and the pictures showing how our fellow employees do their job. It's the only way we can see all depts. at work, which keep this fine railroad operating."—*Charles E. Osborne, stationary engineer, Depot Heating Plant, Detroit, Mich.*

"Received June 1st copy of the Penn Central Post and I noticed an item on page three that did not look right: A signalman working on an automatic interlock with a drill, and his safety goggles are on his forehead. Surely his eyes are not on his forehead. It is a well known fact that drill bits will break and pieces fly. Without his eyes, his drill would be no good to him."—*B. P. Zinkand, freight agent, New Bethlehem, Pa.*

You're right—goggles should have been on his eyes.—J.S.

"I received the March and May issues of the Penn Central Post and I enjoyed everything about it. Does this retire the New York Central Headlight which we have enjoyed all these years?"—*Walter C. Noack, Sr., Albany, N.Y.*

Penn Central Post takes the place of the NYC's Headlight and the PRR's Pennsy.—J.S.

"It is with a great deal of pleasure that I was able to receive and read the Penn Central Post, and I found it very interesting"—*R. C. Williford, retired freight agent, Louisville, Ky.*

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

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REUBEN WELLS

Famous engine starts a new career

When it went into service, it was the most powerful locomotive in the world.

That was 100 years ago.

Today the Reuben Wells is just a memory—except to visitors at the Children's Museum of Indianapolis.

There they can see the actual locomotive in all its former glory.

And if their imagination is big enough, they can hear its drivers pounding and see the stack belching as the Reuben Wells climbs the awesomely steep Madison Hill.

Penn Central donated the old wood burner to the museum this year.

Foreman Karl F. Yeager's men at the Altoona (Pa.) Car Shop fixed up the old locomotive for its new career.

"My men enjoyed this job no end," Mr. Yeager said. "We only hope the kids have as much fun seeing this bit of history as we did working on

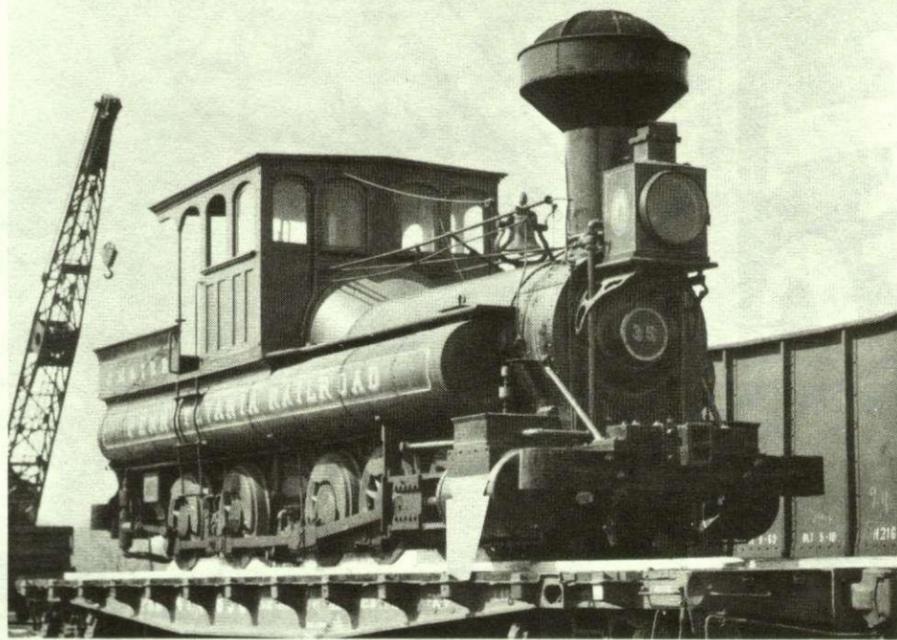
it."

The Reuben Wells was built especially to conquer one of America's steepest grades, the Madison Hill in southeastern Indiana. The grade is 5.89 percent—that is, it rises 5.89 feet in every 100 feet of horizontal distance.

No engine could make it up that 7000-foot hill without a cogwheel gear, which meshed with a sawtooth rack installed between the rails.

The Reuben Wells was made specifically to mount the hill without the cogwheel and rack arrangement. It did it by sheer power. The locomotive was designed by—and named after—the master mechanic of the Jeffersonville, Madison and Indianapolis Railroad.

When the Reuben Wells went into service in 1868, it was a railroad marvel. The JM&I Railroad became part of the PRR in 1871, and the Reuben Wells kept working the hill. In 1898, the locomotive was put in reserve, and in 1905 it was formally retired.



Penn Central men at Northumberland, Pa., put engine on flatcar for trip to Altoona, Pa.

It went on exhibit at Purdue University until 1940, then was returned to the PRR. It was stored and cared for by enginehouse men at Northumberland, Pa.

When Penn Central decided to give the Reuben Wells to the Children's Museum, the old locomotive needed refurbishing, and was sent to Altoona Car Shop.

"A real interesting job," said Painter William A. Geist at Altoona, as he put the finishing touches on the locomotive's smokestack.

Robert J. Clabaugh painted the initials of the old JM&I on the locomotive's woodbin.

"We sandblasted the entire body

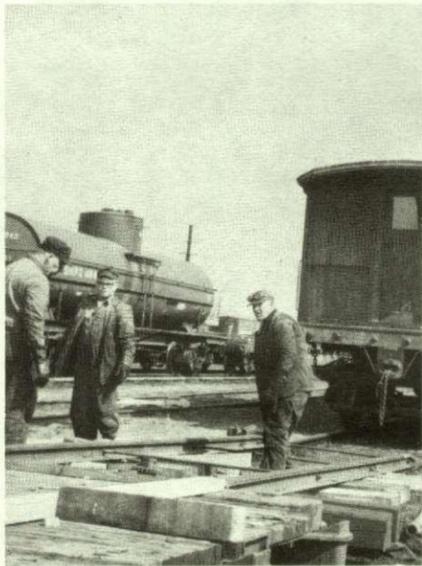
before we repainted it," he explained.

Painter Ed Grimminger touched up the locomotive's "No. 35" plate, while William D. Eisenhart put rust-brown paint on the wooden tool-car named "Madison Hill."

When the locomotive was taken out of the Altoona shop for the trip to Indianapolis, Foreman Yeager said, "It's like something rolling out of a history book."

"The kids ought to love it."

The cover: Derrick Hookers Frank L. Gunsallus and Frank Russo replace Reuben Wells's stack at Altoona.



At Northumberland, Pa., C. E. Gaugler, C. H. Carr and C. A. Fisher build ramp to move Reuben Wells's tool-car onto flatcar.



The deft hand of Painter Ed Grimminger outlines the Reuben Wells's famous No. 35.



Robert J. Clabaugh touches up the initials on the 100-year-old locomotive at Altoona.



At Altoona, Pa., Robert G. Meyers repaints tool-car that worked on the Madison Hill.

If disaster strikes

There's a not-so-secret society that many Penn Central people don't know about.

It's called NDER. And it's a pretty big organization—4,000 strong.

NDER is the National Defense Executive Reserve. It is a pool of officials who will help keep the country running in the event of an enemy attack.

Its members come from business, industry, labor, agriculture, government and the academic community. Their emergency jobs would be the same as in peacetime.

A key part of NDER's program is the transportation industry. That's where Penn Central comes in. There are 46 Penn Central men currently serving as executive reservists and alternates.

In the event of a national disaster, all the railroads would be mobilized. And railroaders serving as executive reservists would be called upon to keep things moving. A total of 545 railroad officials are in the pro-

gram.

In planning for the railroad network, NDER officials have divided the country into eight regions. Each region has a senior executive reservist directing operations.

David E. Smucker, Penn Central executive vice president, is the senior executive in Region II. In a national emergency, he would have responsibility for operations in Pennsylvania, Delaware, Maryland, District of Columbia, West Virginia, Kentucky and Ohio. (Photo shows Mr. Smucker with another reservist, A. M. Harris, PC's assistant vice president—transportation.)

Railroad emergency measures were worked out by 16 top operating officials in Washington in 1961. They formulated plans to keep the railroads running as effectively as possible following an attack.

Leaders in the program were the late John A. Schwab, then vice president of the Pennsylvania Railroad, and John F. Nash, vice presi-



dent of the New York Central Railroad. Since that time, Mr. Nash has become president of the Lehigh Valley Railroad.

Recent wars have shown how quickly railroads can spring back into operation following enemy attack. That's why the Nation would rely heavily on the railroads for its basic transportation needs—and why the railroads are so vital an element in the planning of the National Defense Executive Reserve.

Considerate

Fremont Levy, vice president of Nannette Manufacturing Company, Philadelphia, became ill recently on a Penn Central train.

As Mr. Levy wrote later, he spoke to Charles H. Barber, supervisor of service in Dining Car Department, who happened to be riding the train.

"I explained that I was ill and needed a place to lie down," Mr. Levy wrote. "He was courteous, considerate and most cooperative. He looked in on me at various intervals and helped me when I left the train at the station in North Philadelphia.

"I can't tell you how helpful he was and how grateful I am to him. He is a credit to himself and the Penn Central. I expressed my thanks. I hope you, too, will commend him for his considerate attitude toward the traveling public."

GET IN THE SWIM

**WE NEED
YOUR HELP
TO STOP
DAMAGE**



**Make Shippers Aware
That Railroaders Care**