

**PENN CENTRAL**

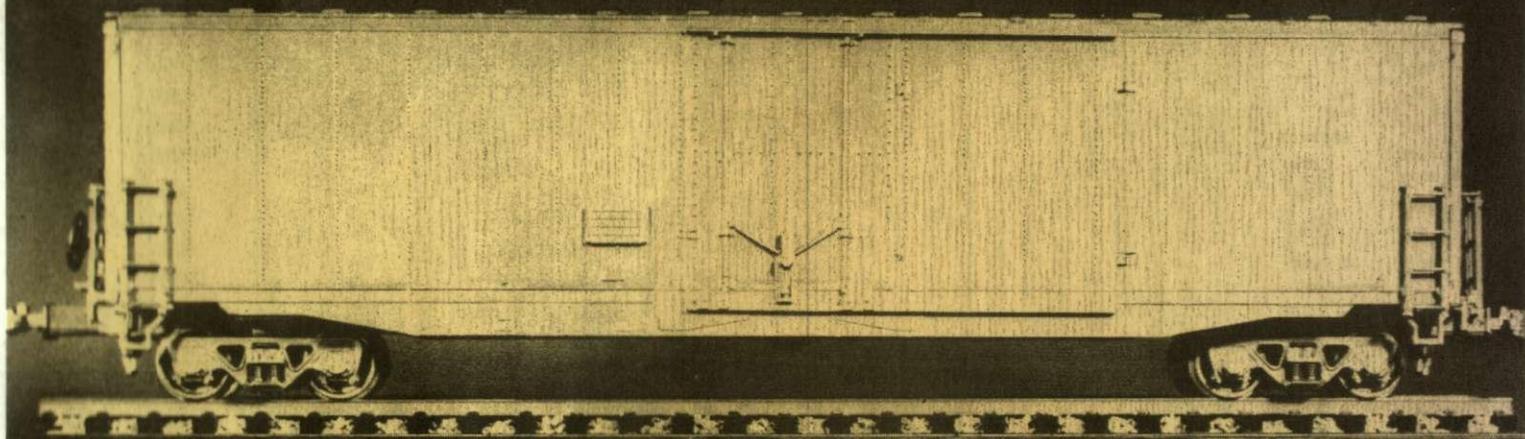


**POST<sup>®</sup>**

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

AUGUST 1973

*"And the winner is..."*



SYMBOL OF ACHIEVEMENT  
**THE 1973 GOLDEN FREIGHT CAR**  
AWARDED FOR EXCELLENCE IN RAILROAD MARKETING TO  
**PENN CENTRAL TRANSPORTATION CO.**  
PRESENTED BY MODERN RAILROADS

# PC PIGGYBACK WINS TOP AWARD

Frank E. Gray, publisher of *Modern Railroads* magazine, stood before a gathering of railroad officials from across the nation, and congratulated Penn Central.

"We feel that PC's program to win more piggyback and container business is setting an important example for the whole railroad industry," he said.

"Penn Central has recognized that the real potential for profitable traffic growth lies in getting more of the merchandise traffic which now moves in trucks and putting it on the 'rail highway'."

Publisher Gray presented Penn Central with the Golden Freight Car Award, signifying the year's outstanding achievement in railroad marketing.

"Spectacular," said *Modern Railroads* magazine about Penn Central's progress in attracting TrailVan piggyback business.

"In 1971, PC had carried 420,911 TrailVan loads," the magazine said. "In 1972, the figure was 516,159 — a gain of nearly 23 per cent.

"This compares with a gain of 8 per cent for the industry exclusive of Penn Central."

Publisher Gray commented:

"What PC has accomplished is even more significant when you consider the adversities under which the railroad labors—including financial, equipment and morale problems that few of us, in our companies, could begin to cope with."

He made the presentation at a luncheon of the Railway Systems and Management Association in the Drake Hotel at Chicago.

The Golden Freight Car was conceived by *Modern Railroads* in 1958 as an annual award for effective selling and promotion of freight service.

The nature of the award has now been modified to stress achievements in marketing.

Selling means bringing your product favorably to the customer's attention and helping him use it effectively.

Marketing means designing your product so it meets the customer's needs better than somebody else's product.

Selling and marketing are both essential (and both are linked in Penn Central's Sales and Marketing Department).

But railroads frankly admit that in the past, they haven't placed suf-

ficient emphasis on marketing. They're making up for that neglect now, as they aggressively seek to regain traffic that has slipped away to competing forms of transportation.

Penn Central has its eyes focused on the vast tonnage of merchandise traffic moving over the crowded highways of the Northeast.

Coordinating this campaign is the Intermodal Division. This organization — first of its kind in the railroad industry — was established in January, 1972, as part of PC's Sales and Marketing Department.

To attain the utmost flexibility in winning customers, the Intermodal Division operates as a "profit center" — as if it were an independent company within the Railroad. The Division "buys" service from the Railroad — it is charged for every train it uses — and it's credited for every dollar it brings in.

This is just one of several pioneering innovations that *Modern Railroads* and its consultants took into consideration in choosing the winner of the Golden Freight Car.

The following PC developments also won attention.

## SHIP-A-TRAIN

This new service idea means that any shipper, motor carrier, or freight forwarder or consolidator who can provide a minimum of 60 trailers or containers of freight in a 24-hour period can get special low rates.

For example, a customer sending shipments from New York to Chicago can save \$60 per trailer-load below the regular piggyback rates. And if he has a round-trip movement, he can save about \$100 per trailer-load — nearly a one-third reduction below standard piggyback rates.

## PC RAIL-BRIDGE

Introduced in 1972, this service provides substantial time savings for shippers sending goods in containers between Europe and the Far East. Instead of using the all-water route via the Panama Canal, the containers go by ship across the ocean, then across the U.S. via Penn Central and connecting railroads,

and finally across the second ocean to destination.

Penn Central, the first Eastern railroad to participate in this kind of service, offers special shipping advantages because it serves four of the five major East Coast ports (Boston, New York, Philadelphia and Baltimore).

## PC MINI-BRIDGE

This is an abbreviated version of Rail-Bridge; the shipment goes across only one ocean. For example, a shipment of containerized freight from Japan to New York can go by ship to America's West Coast, then by rail across the American continent to New York.

This new routing saves as much as seven days compared with the traditional route via the Panama Canal.

The shipper gets this premium service at no extra cost. The shipping line saves money because of faster turnaround for its vessels, and shares the revenue with the participating railroads.

## LOOKING AHEAD

In accepting the Golden Freight Car, PC's Paul Funkhouser said: "The future for piggyback traffic in Penn Central's operating territory can be remarkable — if equipment and plant needs are met.

"We have several built-in advantages:

"First, we can transport containers and trailers in volume cheaper on rail cars than the truck operators can over the highways,

# Penn Central Marketing Thrust Wins

by Tom Shedd

Aggressive marketing of intermodal traffic wins Modern Railroads marketing Award for 1973.

Modern Railroads is pleased to announce the winner of the Golden Freight Car Award for 1973.

It is the Penn Central Transportation Company.

The Golden Freight Car, symbolic of achievement in the marketing of railroad service, is being awarded to PC for its comprehensive, wide-ranging program to build up flatback (piggyback and container) traffic through its new Intermodal Division.

Choosing from more than a dozen railroad marketing programs, including 10 that were formally entered in the award contest and several more that were informally suggested, the editors of *Modern Railroads* also named three runners-up: Rock Island's grain marketing program; Santa Fe's development of land bridge and mini-bridge container traffic; and Western Pacific's program for transporting modular homes.

Presentation of the award to the winner, Penn Central, will be made at a luncheon during a meeting of the Railway Systems and Management Association at the Drake Hotel, Chicago, on June 7. Paul Funkhouser, PC's vice president sales and marketing, will accept the award on behalf of all PC employees.

This Golden Freight Car award for 1973 marks the reinstatement, in somewhat different form, of an award program conceived in 1958 by the late David R. Watson, who was the founding publisher of *Modern Railroads*. As originally set up, the Golden Freight Car was awarded for achievement in the selling, advertising and promotion of railroad freight service.

In 1961, the program was turned over to the Railway Progress Institute, which continued making the awards annually through 1970, when the program was discontinued.

In reinstating the Golden

Freight Car awards program, *Modern Railroads* has changed its emphasis. The award is now being made for railroad marketing achievements. Thus it is considerably broader in scope than originally, though of course selling, advertising and promotion may be included as part of a marketing package (see box).

As we noted in an editorial comment about the award last November, *Modern Railroads* is strongly convinced that (1) it is totally unnecessary for the railroads to continue to lose market share to the other modes; and (2) only through effective marketing can railroads become once again a viable and strong sector of our free enterprise system.

If, as we believe, effective marketing is the key to a prosperous future for the railroads, then it follows that railroads need to have strong, aggressive marketing departments. They need to encourage their marketing people to innovate and give them recognition for their achievements. To encourage stronger railroad commitment to effective marketing is another important reason for returning to this program whose roots were established some 15 years ago.

Encouraging progress. Although written entries in the 1973 contest totaled 10 (and several others were called to the editors' attention informally), the actual extent of railroad marketing efforts is considerably greater than this relatively modest number of entries would indicate. Many railroads who entered the competition have other marketing achievements to their credit besides the ones they picked as their entries. Other railroads known to have marketing work underway chose not to enter (or perhaps felt their particular projects could not meet the

Penn Central flatback train on Horseshoe Curve illustrates marketing approach that won the Golden Freight Car.

MODERN RAILROADS, JUNE, 1973-87



At award ceremony are F.E. Gray, publisher of *Modern Railroads*; PC President William H. Moore, Senior Vice President A.P. Funkhouser, MR Editor Tom Shedd.

and we can meet the competition time-wise with our high-speed TrailVan trains.

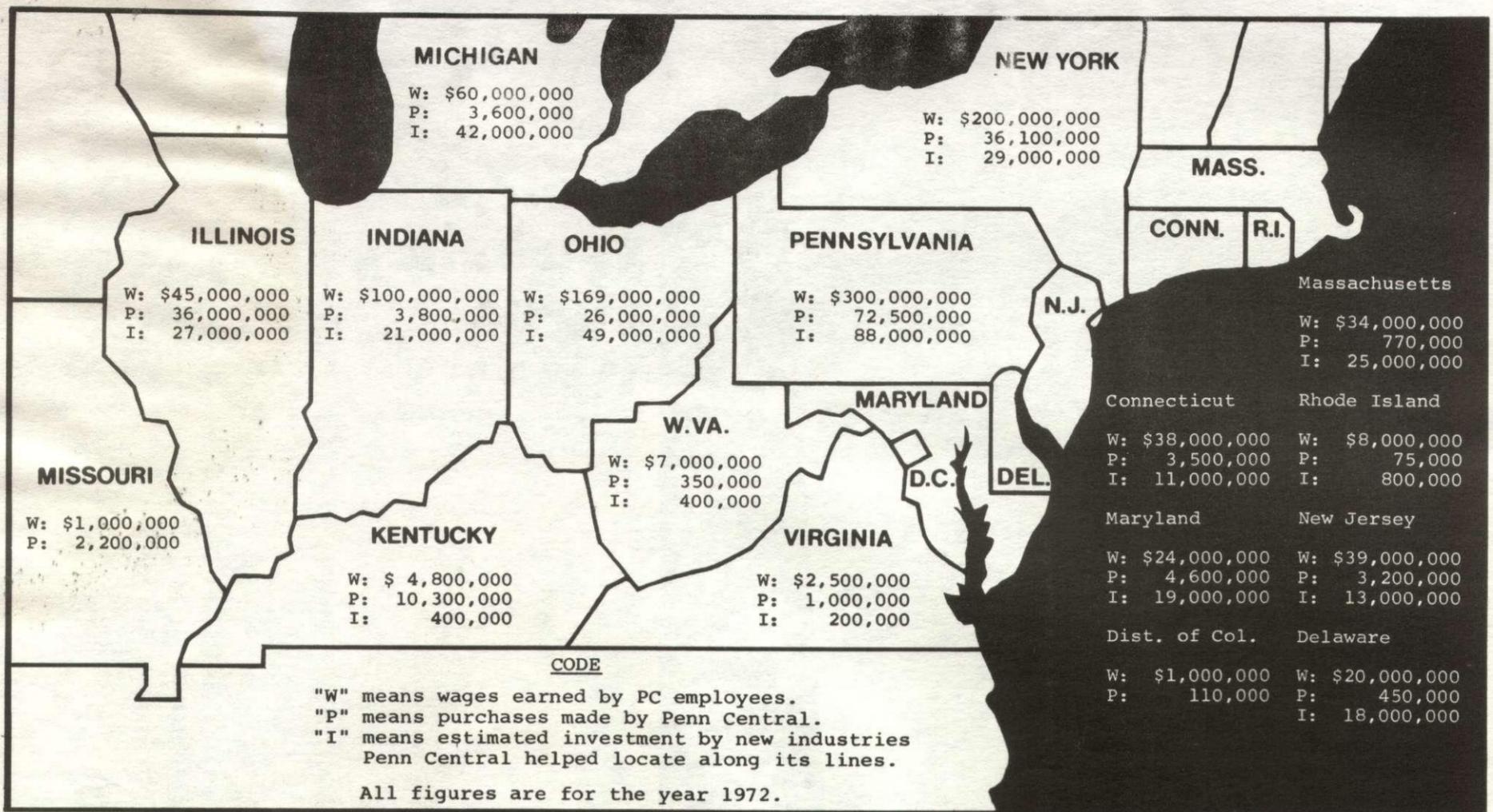
"Second, the merits of the Rail-Bridge concept have been grasped by a number of international shippers, and we've only started to make inroads in this market.

"Third, the fuel crisis is real. And that crisis is affecting and will continue to affect the movement of traffic over the highways. Railroads use one-third or even less fuel than trucks in transporting the same traffic. If we use this advantage to work with the truckers in moving their traffic over the rails, our horizons are almost unlimited for capturing additional piggyback shipments.

"Just as the time is now for Government to move decisively to assure a viable railroad network in the Northeast, the time is also now for railroads to develop the rich potential in the piggyback market."

Senior Vice President A.P. Funkhouser tells about PC's program for boosting piggyback.





# Penn Central's Billion - and - a - half Dollar Boost To the Area It Serves

Even in bankruptcy . . .

Penn Central is a major contributor to the economic well-being and progress of its 16-state territory.

The figures on the map, giving dollar outlays in 1972, tell the story for each of the states and the District of Columbia.

Added together, the figures mean:

As an employer, Penn Central last year met a payroll totaling more than a billion dollars.

As a customer of local businesses and industries, Penn Central last year bought materials and supplies totaling more than \$200,000,000.

As a guide and adviser for companies seeking new building sites, Penn Central helped establish new or expanded plants with an estimated investment by these companies of more than \$300,000,000.

Thus, Penn Central's operations in 1972 put more

than 1½ billion dollars into the area it serves.

Furthermore, when the new and expanded plants placed in 1972 reach full production, they will provide an estimated 17,000 new industrial jobs, with an annual payroll in the neighborhood of \$150,000,000 for the people of these communities.

It may be noted also that in normal times, Penn Central is a major taxpayer; however, when the Company entered bankruptcy, payment of state and local taxes was deferred by order of the Federal Court.

In 1969, the last full year before bankruptcy, Penn Central paid \$55,600,000 in state and local taxes—money used for schools, highways, sanitation and other public services.

In such varied ways—in addition to providing its essential railroad services—Penn Central is a vital resource to a territory containing half of America's population.



## Judge's Opinion

The letter to PC headquarters said:  
 "I want to express my commendation of the services of an employee, Duke Movsesian, who is employed as a ticket agent at your station in Metro Park, N.J. (photo above)  
 "I travel to Washington rather often on the Metroliner and I have

found Mr. Movsesian to be unusually courteous and cooperative at all times.

"I might add that he did not know of my official position."

The letter was signed by Charles S. Joelson, Judge of the Superior Court of New Jersey.

## Chicago Fan

Bill Lovell, of Williams Bay, Wisconsin, commended Tom McDermott, a conductor on the Chicago-Valparaiso commuter trains. He wrote:

"I met him in Chicago Union Station, and although I was not a passenger, he was kind enough to answer my questions about the equipment used on the Valpo local and offer me some pictures he took of the commuter trains. I was delighted because I'm a Penn Central fan one

hundred percent."

## Old Tradition

Peter J. Celliers, an editorial consultant of New Rochelle, N.Y., wrote Penn Central to commend information clerks on "your 212-532-4900 phone," which handles commuter inquiries in the Metropolitan Region.

He said that his questions required detailed checking, "and having had experience of information clerks in the past, I feared that my inquiry would get a curt 'don't know' or at least a surly check and an incomplete answer.

"Not so! Your people were kindness itself — coming back repeatedly to the phone to reassure me they were checking.

"This is in the old, proud tradition

of railroad service. I'm glad to see there's some of it left."

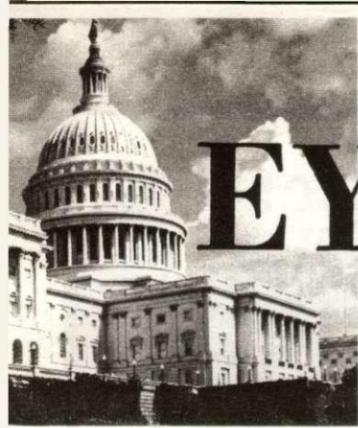
## Dinner Time

Freda Brown, director of Courtland Gardens Nursing Home, Stamford, Conn., writes:

"So much is said about late trains, poor service. . . I thought you would like to know that two of your employees, Pipefitter John Laudicino and Electrician Rocky Cassandro, went far and beyond the call of duty in helping Dr. Brown and me when our car became disabled in front of Penn Station, New York.

"Both men were on their dinner period but spent that time helping us get started. I am so grateful that they were there and so kind.

"Who cares about a few late schedules!"



# EYES ON WASHINGTON

In summary, here is what's been happening:

On July 2, the Trustees presented to Federal Judge John P. Fullam, at Philadelphia, a plan for reorganization of Penn Central Transportation Company.

The plan specifies that unless government financial assistance is made available by October 1, 1973, Penn Central's freight and passenger operations would gradually shut down, beginning October 31.

The Trustees explained that Penn Central faces the prospect of a "complete exhaustion of working capital."

This situation, they said, requires them to make plans for an orderly termination of service.

However...

The Trustees stated that the course they prefer is a program of government financial support to halt the wearing away of the railroad's assets and assure adequate and efficient rail service on Penn Central's lines.

If, prior to October 1, the government sets up a support program which is acceptable to the Federal Court, Penn Central will continue to provide rail service under such arrangements for 12 months. During that time, the government could create the machinery for a final solution to the railroad problems of the Northeast.

"A prompt program of creative federal involvement in this desperate situation is urgently called for," the Trustees declared.

"Penn Central is part of an interstate rail complex that is in the truest sense a national asset and whose viability is a national mandate.

"Should the government act along these lines, the Trustees will apply every effort towards a form of reorganization consistent with the Congressional directive."

If the government does not act in time, the Trustees said, they would have to proceed with a plan for sale of Penn Central's property, preferably for continued rail use — or, if that is not practicable, for non-rail purposes.

They would have to take this action, the Trustees said, because under present conditions the railroad will soon reach a point where there will be no cash to meet the payroll or pay for supplies; and because continued wearing away of the railroad's assets would unconstitutionally infringe on the rights of the creditors.

Three Congressional leaders, with responsibility in transportation matters, said they expected action by Congress this summer or early fall. A joint letter to this effect was sent to Judge Fullam by Senator Warren G. Magnuson, Congressman Harley O. Staggers and Senator Vance Hartke (reproduced at right).

Meanwhile Judge Fullam directed the Trustees to file their reorganization plan with the Interstate Commerce Commission. The ICC has

responsibility for reviewing the Trustees' plan and other plans that may be submitted, and deciding on a plan it considers best suited to meet the problems.

Judge Fullam requested the ICC to certify an approved plan of reorganization, or a preliminary step thereof, on or before October 1, 1973.

The ICC said it would endeavor to comply, but if it cannot complete a final certification by the deadline date, it would at least submit an interim report to the Court.

Details on developments, as the focus shifted from the Federal courthouse at Philadelphia to hearing rooms at Washington, are given below.

## ICC opens hearing on Trustees' plan

Pre-hearing conferences got underway on July 16 in the ICC's sandstone building on Constitution Avenue in Washington.

Discussing the background of Penn Central's present situation, Trustee Jervis Langdon, Jr., stated that soon after the Trustees took office, they identified four things that had to be done if the Penn Central was ever to be restored to financial health. The four goals, and the reasons why no major progress was achieved with them, are as follows:

1. To eliminate money-losing lines.

Penn Central has been operating 20,000 miles of line, but the basic "profit center" of the railroad is a core of 11,000 miles, which carry about 80 per cent of the total freight. Although some reduction in the 20,000-mile system has been achieved during the past two years, "the present regulatory system has not permitted a timely streamlining to reach the core system," Mr. Langdon said.

2. To obtain full compensation for money-losing passenger service.

Last year, the Trustees reported to the Court that PC commuter service caused a loss of \$54.7 million and Amtrak intercity service caused a loss of \$32.5 million. Satisfactory arrangements have been made with the States of New York and Connecticut to pay for commuter service, and substantial progress has been made toward financing Boston commuter service. But Penn Central is continuing to suffer heavy losses in Amtrak service and in the Philadelphia and New York-New Jersey commuter services. "In general, public sources of funding have not materialized in these areas," Mr. Langdon said.

3. To reduce the size of train crews.

An essential part of the railroad's survival program has been to reduce operating costs by changing the basic road and yard crew from a conductor and two brakemen to a conductor and one brakeman — with attrition protection for the employees involved. Negotiations over the past two years have not achieved a settlement. All the procedures of

the Railway Labor Act have been exhausted, Mr. Langdon said, and the Trustees are legally free to put the proposed new work rule into effect. But this would result in another strike, he said, "and our cash resources are so depleted that we could not withstand the effects of a work stoppage."

4. To obtain a steadily increasing volume of business.

Penn Central has had modest increases in freight traffic, said Mr. Langdon, but the railroad's ability to give competitive service has been severely hampered by the lack of adequate funds for maintenance of way and for acquiring and maintaining freight cars. "In short," he said, "the goal of traffic growth sufficient to generate a satisfactory stream of income is now out of reach unless adequate funds can be made available to improve the system. These funds are not available from private sources."

Because of these developments, Mr. Langdon told the ICC, "we concluded earlier this year that continuation of Penn Central's essential system could not be assured without substantial Federal relief.

"We are still hopeful that a Federal program of assistance will emerge from the intense activity now going on in the Congress. And our Plan contains a provision which

could be synchronized with the program.

"However, we cannot recommend a course of 'wait-and-see.' Our cash forecasts show that internally generated cash will be exhausted some time in August.

"If the Reorganization Court approves two matters presently under consideration (for obtaining some additional cash), we should be able to continue into the fall of this year.

"However, the forecasts for the first quarter of 1974 show a cash deficiency so severe that self-help measures cannot begin to meet the problem."

Consequently, he said, if Federal help doesn't come, the only alternative left is to shut down the railroad.

In that case, the merger protective agreement — which was made by the railroad as a going concern — could no longer apply with the railroad shutting down, the ICC was told. Counsel for the Trustees petitioned the ICC to enter an order terminating the protective conditions if the railroad begins halting its operations.

Meanwhile, Congress is considering a number of proposed new laws to bring a solution to the Northeastern railroad crisis. Several that are attracting most attention are summarized on the next page.

Continued on Page Four

### NINETY-THIRD CONGRESS

HARLEY O. STAGGERS, W. VA., CHAIRMAN  
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JOHN D. DIBELL, MICH. JAMES T. BROTHILL, N.C.  
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W. E. WILLIAMSON, CLIND.

Congress of the United States  
House of Representatives  
Committee on Interstate and Foreign Commerce  
Room 2125, Rayburn House Office Building  
Washington, D.C. 20515

June 21, 1973

The Honorable  
John P. Fullam, Judge  
United States District Court  
Eastern District of Pennsylvania  
Philadelphia, Pennsylvania

Dear Judge Fullam:

In your Order No. 1137, on March 6, 1973, you ordered a hearing for July 2, 1973 in your Court, at which time the Trustees for the Penn Central Transportation Company are to present to you (1) a feasible plan for reorganization; or (2) suitable proposals for liquidation or other disposition of the enterprise.

Since the aforementioned Order was handed down, the appropriate committees of the U.S. House of Representatives and the U.S. Senate have begun consideration of a number of legislative proposals which would, if enacted into law, provide relief to the railroads in bankruptcy proceedings in the Northeast. All these proposals involve varying degrees of federal assistance in solving the crisis which now exists.

As Chairmen of the House Committee on Interstate and Foreign Commerce and the Senate Commerce Committee, we wish to inform you that Congress is actively engaged in the pursuit of a solution to the situation. We believe the Penn Central and the other railroads in bankruptcy proceedings before your court are vital links to the economic stability of the entire nation, and not only the immediate Northeast region which they serve.

We cannot predict what legislation will evolve from our respective committees, but we can assure you that this matter is receiving extensive hearings and study, and that we expect action by Congress sometime this summer or early fall.

Sincerely yours,

WARREN G. MAGNUSON  
Chairman  
Senate Commerce Committee

HARLEY O. STAGGERS  
Chairman  
Interstate and Foreign Commerce  
Committee

VANCE HARTKE  
Chairman  
Surface Transportation Subcommittee

## Brock Adams' three-agency plan

Congressman Brock Adams, of the State of Washington, said his aim was to put together a kind of consensus of proposals so far presented. His three-step plan, incorporated in H.R. 9069, would work like this:

First, a Northeast Transportation Commission would be set up to map out the kind of railroad system needed to provide essential service. The Commission would consist of 13 members representing railroad management, railroad labor, shippers, consumer groups, and city and state officials.

The railroad map drawn up by this commission would be submitted to a government corporation to be called the Federal National Railway Association, which would determine the financial feasibility of the proposed system and recommend any needed changes.

Then, if Congress approves the plan, a Northeast Railroad Corporation would be set up by the Government to run the railroad system.

Employment would be protected for employees covered by union agreements.

Federal National Railway Association would be authorized to sell government-guaranteed bonds, and lend cash to the Northeast Railroad Corporation for operating needs. The Corporation itself would issue stock with which it would buy the assets of the bankrupt railroads.

In regard to money-losing branches, any state, local community or shipper could have service continued by paying 30 percent of the operating loss. The remaining 70 percent would be covered by government subsidy.

If the Northeast Railroad Corporation proves to be profitable, it would pay off its government obligations and become a private corporation, controlled by the holders of its common stock.

## Vance Hartke's plan gives task to ICC

Senator Vance Hartke, of Indiana, introduced a bill called the Midwest and Northeast Rail System Development Act, S. 2188. It sets up procedures to develop within 12 months "an improved rail service, covering 18 states."

A Rail Emergency Office would be established at the Interstate Commerce Commission. It would draw its staff from existing ICC personnel and could hire outside experts. It would have an Advisory Council representing railroad management and labor, shippers, passengers, and members of Senate and House Commerce Committees.

The Rail Emergency Office would conduct a six-month study of the rail needs of the territory from Maine to Illinois, and recommend new economies by consolidation of lines and modernization of track and equipment.

By the eighth month the Emergency Office would publish a preliminary plan of a restructured and modernized system; and after 11 months, proposals for financing and for machinery to put it into effect.

At the end of 12 months the ICC, after reviewing the plan and the suggestions of the U.S. Department of Transportation, would send a final wrap-up to Congress.

Senator Hartke also introduced two other bills. One, passed by the Senate, would allow the Secretary of Transportation to contract for up to \$210 million in rail services on railroads in danger of shutting down. The other bill would permit the ICC to direct traffic of one railroad over another's lines.

## Shoup bill sets up private corporation

Congressman Richard G. Shoup, of Montana, has introduced a bill, numbered H.R. 9142, which would provide a two-part solution.

First, the Government would set up a Federal National Railway Association, which would develop a regional railroad plan for the Northeast.

The Association would be run by a board of directors including government officials and representatives of shippers, railroads of the South and the West, railroad labor and consumers.

The Association would arrange for the sale of all or portions of the bankrupt railroads, either to non-bankrupt railroads or to a new regional railroad to be called the Northeast Rail Corporation.

Northeast Rail would be a for-profit corporation, not a government agency. It would issue stock or bonds to acquire the lines of the bankrupt railroads and rehabilitate and operate them.

Lines marked for abandonment could continue in service if States or local communities paid 30 percent of the costs, with 70 percent supplied by the Federal Government as a subsidy.

The Federal National Railway Association would be authorized to make loans and advances, guaranteed by the government, to the Northeast Rail Corporation or to non-bankrupt railroads to enable them to carry out the regional railroad plan and to finance the protection of employees who might be adversely affected by consolidations or abandonments. The Northeast Rail Corporation and other railroads that acquire the properties of bankrupt railroads would be obligated to offer employment to the employees involved.

The Shoup bill has been chosen by the House transportation subcommittee as a basic format, but may be modified in various ways, including the use of parts of other bills.

## Non-Union Employees Ask Equal Treatment

A group called "Concerned Employees of the Northeast Railroads" has distributed a flyer addressed to non-union employees of seven bankrupt railroads—Boston & Maine, Central of New Jersey, Erie-Lackawanna, Lehigh & Hudson River, Lehigh Valley, Penn Central and Reading.

The flyer protested that proposed new legislation provides

## Bill Moore's letter — and some replies

Recognizing the concern of shippers about future service, President William H. Moore sent Penn Central customers a letter in which he said:

"The Trustees' Plan of Reorganization makes it clear that their preferred course of action is one that will insure continued rail service under a program of Federal Government assistance.

"The Trustees have noted that liquidation will not be necessary if Congress acts favorably by October 1 of this year.

"We have every reason to believe that Congress is making progress toward a consensus on the problem and will act soon.

"Penn Central vitally needs your continued patronage during this interim period to continue operation.

"I will continue to see personally that the service you need will be provided in an exemplary manner."

Many shippers wrote in reply. Here are excerpts from some of their letters.

"We know these must be hard times for you, and we will continue our program of long haul routing on all traffic destined PC." — John H. King, General Traffic Manager, Georgia-Pacific Corporation.

"I have never anticipated 'liquidation' of such an important segment of our nation's economy as Penn Central. I remain convinced that some form of financial aid will be forthcoming to insure continuation of your much needed operations." — Leslie C. High, Vice President - Transportation, Campbell Soup Company.

"You may be sure that we will continue to favor the Penn Central all possible in the period ahead." — J.C. Borg, Director of Transportation, Kimberly-Clark Corporation.

"We are not alarmed, but optimistic that Congress must and will provide legislation to insure continued rail service under a program of Federal Government assistance." — Walter J. Vukin, Director of Traffic, Fruehauf Corporation.

"You may be sure that we will continue to give you our maximum support, as we have done for the past two years." — Robert H. Foltz, Director of Traffic, Industrial Chemical Division, FMC Corporation.

"We need your service and will continue our support. We are fortunate in being a participant in a very active steel market and this in itself will give you about 15 to 20 percent more tonnage than last year." — E. Bruce Ritchey, Traffic Manager, Lukens Steel Company.

"Your accomplishments, performed under very adverse conditions, have been remarkable. All too often, these accomplishments are overshadowed by the publicity of the bankruptcy." — William E. Wilson, Manager - Traffic, Landmark, Inc.

"You have our continuing support as we look for any possible new business which we can give the Penn Central to assist in any way in the struggle for viability." — Melvin Lievens, Manager - Transportation and Physical Distribution, Brown Company.

"Be assured that as long as your people give us the service, you can depend upon our continued patronage." — J. Robert Morton, Vice President, Corporate Transportation & Distribution, Combustion Engineering, Inc.

"Your personal assurance that our service needs will be met during these trying times is gratifying." — George F. Hall, Manager - Distribution Services, Cities Service Company.

"You may rest assured that we will continue to support your program of continued operation." — W.R. Douglass, Director, Traffic Department, Hercules Incorporated.

"I can assure you that we will continue to support your company with business. Notwithstanding some of the frenzied calls that I have received from publications, we have not hit the panic button." — Donald S. Day, Manager, Traffic Consulting Service, General Electric Company.

protection for employees who are covered by collective bargaining agreements but does not mention non-union employees.

The flyer urged employees to write to Congressmen and Senators, urging equal treatment.

Congressman Brock Adams stated that he has already received a number of such letters.

"I am certain that the labor protective provisions will be modified to assure equitable treatment for non-union employees," he said.

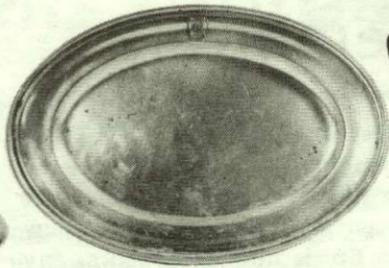
"I certainly believe that fairness requires this, and I will support appropriate amendments to protect the interests of non-union employees."



Cake and Toaster Cover



Bud Vase



12-Inch Oval Platter



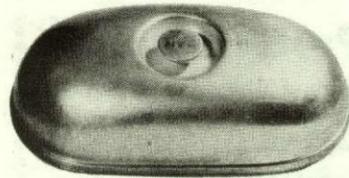
Covered Sugar Bowl



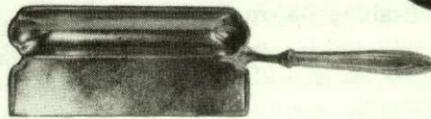
Container



Water Pitcher



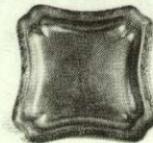
Oblong Food Cover



Crumb Tray



Supreme Bowl with Collar



Butter Chip



Mustard Stand



6½-Inch Plate

To be auctioned Sept. 14

# DINING CAR SILVERPLATE



Above, Marie Blackwell, of PC Intermodal and Mail Service, shows a water-carafe. At left, Donna Anthony, of the PC Safety Department, displays a champagne bucket.

Rarely obtainable, these dinner-table items "retired" from the Dining Car Department will be sold at unrestricted public auction in Philadelphia on Friday, September 14, 1973.

A total of 1,527 items will be offered, bearing the name or emblem of the Pennsylvania Railroad, New York Central, New Haven, or

the Pullman Company. The railroad marking is on the top, side or, in most cases, on the bottom.

The items are all satin-finish silverplate, except for the chrome water-carafes.

All the items are used. Many are dented. Some need repair or re-silvering. All are sold "as is," and we regret that there can be no

## List of Items

- A. Water-carafes (4 PRR, 45 NH, 300 Pullman)
- B. Cake & toast covers (283 NH, 6 NYC)
- C. Supreme bowl collars (103 NYC, 101 PRR)
- D. Butter chips (5 Pullman)
- E. Cruet stands (7 NH)
- F. Table knives (3 PRR, 1 Pullman)
- G. Oblong food covers (8 NYC, 1 blank)
- H. Casserole covers (2 PRR)
- I. Champagne buckets (1 NH, 1 Pullman)
- J. Mustard stands (21 NYC)
- K. 12-inch oblong platters (14 Pullman, 1 blank)
- L. 10-inch oblong platter (1 NH, 1 PRR Car 7510)
- M. 6-inch square platter (1 NH)
- N. 12-inch oval platter (1 PRR car 7510)
- O. 6½-inch plates (20 NYC, 14 NH, 5 blank)
- P. Supreme bowls (37 PRR, 5 NYC, 7 NH, 4 Pullman, 2 blank)
- Q. 6-inch plates (49 NH)
- R. Oval bread plates (5 NH)
- S. Oval bread trays (2 Pullman)
- T. 10-inch oval platters (48 NH)
- U. 9½-inch oval platters (5 NH)
- V. 14-inch oblong trays (9 Pullman, 2 blank)
- W. Covered sugar bowls (1 NYC, 9 Pullman, 9 NH, 1 blank)
- X. Lids (18 assorted)
- Y. Open sugar bowls (12 NH)
- Z. Vase holder (1 B&A RR)
- AA. 6-inch bud vase (2 PRR)
- BB. 8-inch bud vase (10 NH)
- CC. Crumb trays (36 PRR, 14 NYC, 24 NH, 2 blank)
- DD. Small sauceboats (33 NYC)
- EE. Menu holder (1 NYC)
- FF. Steak platters (23 NH)
- GG. Sugar baskets (1 NYC, 5 NH, 10 PRR)
- HH. Bowls (5 assorted)
- II. Finger bowls (60 NYC)
- JJ. Small plates (65 NH, 4 blank)
- KK. Containers (12 assorted)
- LL. Ashtrays (36 assorted)
- MM. Saucers & lids (7 assorted)
- NN. Water pitcher (1 PRR)

returns after sale.

The auction will be conducted by Samuel T. Freeman and Company, famed auctioneering firm established in 1805.

The place will be Freeman's 5th floor salesroom at 1808 Chestnut Street, Philadelphia.

The items will be on public display there on September 12 and 13, from 9 a.m. to 5 p.m.

The auction will begin at 10:30 a.m. on September 14.

Advance bids may be made for one or more pieces in each classifi-

cation. Such bids will be accepted at any time before the start of the auction, and may be delivered or mailed to Samuel Freeman and Company, Department RR, 1808 Chestnut St., Phila., Pa. 19103

Each advance bid must include a check for 25 percent of the amount of the bid. This will be applied toward the purchase; or, if the bid is not successful, will be refunded in full.

For any additional information, phone George Freeman at (215) 563-9275.

## Traveling on Passes

A new procedure for free or half-rate transportation was put into effect by Amtrak on June 1, 1973.

Tickets for such transportation can now be obtained only by holders of the Rail Travel Privilege Card (RTPC), issued by Amtrak.

The card holder will take his RTPC to a ticket office to obtain tickets for free or half-rate travel for himself or qualified dependents.

This eliminates all the previous methods for pass or reduced-rate travel, which included: Using the former Amtrak

annual pass plus a pass-exchange slip for New York-Washington travel; obtaining a ticket with an Amtrak annual for travel on other parts of the Penn Central; obtaining trip passes or half-rate orders for dependents; and obtaining reduced-rate orders for travel on Amtrak trains on other railroads.

All those procedures have been discontinued.

Now you simply show your RTPC at a ticket office in advance of train time, and obtain free or half-rate tickets for yourself or dependents, as authorized on your RTPC.

Employees who do not have a Rail Travel Privilege Card may obtain application forms from their supervisors. Retired employees who plan to travel may obtain application forms by writing to the office where they were last employed.

Note: The free or half-rate ticket covers only the transportation. For parlor-car or sleeping car accommodations, the regular additional charge must be paid.

For travel on Amtrak trains on railroads other than Penn Central, the RTPC holder must purchase reduced-rate tickets.



"Just a routine check . . . You're wearing safety shoes, I presume. . ."

Penn Central Transportation Company publishes this tabloid magazine for its employees. Address all communications to Penn Central Post, Six Penn Center, Phila., Pa. 19104.

MANAGER—EMPLOYEE PUBLICATIONS  
Joseph Shallit

STAFF PHOTOGRAPHER  
Nelson M. Stickler

# Changes in Railroad Retirement

President Nixon last month signed a law making important changes in Railroad Retirement regulations. Here are major points.

**Lower Tax for Employees:** Beginning October 1, 1973, railroad employees will pay less and railroad companies will pay more into the Railroad Retirement Fund.

At present, the employee and the company each pay 10.6 percent of the employee's earnings up to \$900 per month. After October 1, the employee will pay only 5.85 percent. The company will pay 15.35 percent.

This means that an employee earning \$900 a month and paying \$95.40 in monthly Railroad Retirement taxes will pay only \$52.65—a saving of \$42.75 a month. The company will make up the \$42.75.

(For Penn Central Transportation Company, this will increase its tax payments by an estimated \$40 million per year.)

**Earlier Retirement:** Beginning July 1, 1974, railroad men will be able to retire at age 60 with 30 years' service, and receive full pension. Female employees have long had this option.

At present, a railroad man retir-

ing at ages 60 to 64 with 30 years' service has to take a reduced pension, the amount of reduction depending on his age. If he is 60, the pension is reduced by one-third. This will not be the case for men retiring next July 1 and thereafter.

**Pension Increases Continued:** In recent years, payments to retirees have had temporary increases of 15, 10 and 20 percent. These increases were scheduled to expire on June 30, 1973. They have now been extended to December 31, 1974.

In the meantime, railroad management and labor are to send mutual recommendations to Congress for making these increases permanent and making the Railroad Retirement System financially secure on a long-range basis.

**Future Increase in Pensions:** Persons receiving Railroad Retirement benefits can expect an increase effective June 1, 1974. This is because the law requires that a recently enacted 5.6 percent increase in Social Security benefits is to be "passed through" to persons under Railroad Retirement.

In a separate law signed by President Nixon, certain benefits recently provided under the Social Secur-

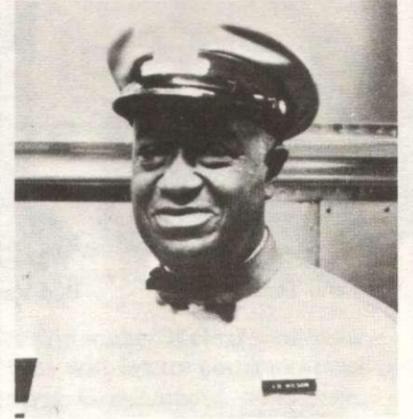
ity System were extended to railroad employees and their families.

**For Kidney Illness:** Full Medicare coverage—normally not available until age 65—is now extended at any age to qualified railroad employees, their spouses and dependent children suffering from chronic kidney disease.

**For Disabled Survivors:** Survivor annuities which have been payable for a child disabled before age 18 will now be payable for a disability which began before age 22. Monthly benefits payable to young mothers on the basis of caring for disabled children will thus be provided for some wives and widows previously not eligible.

**In Case of Adoption:** Up to now, survivor benefits paid for a child were stopped if he was adopted by someone other than a close relative. Under the new law, a child's survivor benefits will not be terminated by adoption.

These survivor changes are generally retroactive to January, 1973. Individuals who were denied benefits earlier but who believe they might be eligible under the new law should contact the nearest office of the Railroad Retirement Board.



## 'Professional'

J. Edmund Sweeney, of the Social Security Administration, Baltimore, Md., wrote about an incident involving a mechanical failure on a train, necessitating transfer of passengers to another train.

"Coach passengers mingled with parlor car, seat placement was a mass of confusion, voices got loud, tempers flared," Mr. Sweeney recounted.

"Then your attendant, J.D. Wilson (photo above), took over.

"He handled that unhappy crowd of passengers in such an efficient manner that it was actually a pleasure to watch him work.

"In no time at all, he had calmed everyone down, relocated everyone, moved all kinds of baggage, and performed like a true professional."

# Recent Appointments

## SYSTEM OFFICES

### Finance & Accounting

Bullo, R.J. Assistant Supervisor-Reaudit, Detroit  
 Heverling, H.E. Traveling Auditor-Senior  
 Kane, E.M. Auditor-Interline Divisions  
 Kelly, J.P., Jr. Auditor-Interline Divisions  
 Peteraf, A.W. Traveling Auditor-Senior

### Sales & Marketing

Anderson, R.G. Assistant Manager-Industrial Development-Staff  
 Bubello, A.J. Manager-Pricing-Staff  
 Holland, J.J. Supervisor-Diversion & Reconsignment Bureau  
 Keown, J. Assistant Manager-Pricing  
 Palmer, R.D. Supervisor-Special Equipment, Chicago  
 Trautmann, H.A. Manager-Pricing

### Purchases & Materials

Pook, A.L. Manager-Materials, New Haven, Conn.  
 Taress, G.R. Assistant Manager-Materials, Columbus, O.

### Vice President-Staff

Adams, R.G. Assistant Systems Analyst  
 Boyer, C.H. Input Planning & Development Analyst  
 DeAngelis, R.J. Manager-Technical Services  
 Donnelly, C.J. Data Base Monitor  
 Gilligan, D.J. Research Assistant  
 Macri, A.C. Supervisor-Administration  
 Marino, R.T. Senior Procedures Analyst  
 Morgan, A.J. Senior Systems Analyst  
 Mustaccio, F.J. Assistant Computer Analyst  
 Ream, C.E. Advisory Systems Analyst  
 Swan, D.L. Senior TABS Inspector, Cleveland, O.

### Labor Relations & Personnel

Finnegan, L.J. Examiner  
 Meloney, J.W. Examiner  
 Ruark, E.B. Assistant Supervisor-Personnel, N.Y.

### Transportation

Bowen, T.J. Assistant Manager-Car Utilization Performance  
 Gale, G.E. Assistant Manager-Car Utilization  
 Golaszewski, R.W. Assistant Manager-Car Utilization Systems  
 Hobb, J.W. Director-Freight Service & Unit Train Control  
 McKeon, F.P. Assistant Manager-Car Utilization  
 Mosteller, E.W. Manager-Station Administration  
 Nagele, J.R. Assistant Manager-Car Utilization Projects  
 Partington, W.J. Manager-Car Utilization Projects & Planning

### Engineering

Geist, D.M. Production Engineer-C&S, Pittsburgh, Pa.  
 Holloway, J.L. Assistant Production Engineer-Track, Pittsburgh, Pa.

Sunderland, S.E. Assistant Production Engineer-Track, Youngstown, O.

### Equipment

Cherry, C.E. Assistant General Foreman, Altoona, Pa.  
 Cogan, J.F. General Foreman (Electric Shop), Altoona, Pa.  
 Russell, V.K. Assistant General Foreman, Altoona, Pa.

### Passenger

Arnold, C.W. Passenger Agent, Penn Station, N.Y.

### Philadelphia Commuter Area

Carver, R.C. General Foreman, Paoli, Pa.  
 Nardelli, A.G. Assistant General Foreman, Paoli, Pa.

### Operating Administration

Black, H.M. Computer Analyst  
 Greenwood, T.A. Supervisor-Freight Claim Statistics, Buffalo, N.Y.

### Security

Albertson, C.J. Captain-Police, Chicago

### METROPOLITAN REGION

McNulty, J.A. Regional Mechanical Supervisor- Locomotive, N.Y.  
 Nordell, J.W. Passenger Service Analyst, N.Y.

### NORTHEASTERN REGION

Clingerman, C.J. Shop Manager, New Haven, Conn.  
 Kirner, R.C. Assistant Shop Manager, New Haven, Conn.

### Buffalo Division

Agrusti, R. Trainmaster-Road Foreman, Geneva, N.Y.  
 Cummings, J.C. Assistant Supervisor-Train Operation, Buffalo, N.Y.  
 Danaher, J.M. Terminal Trainmaster, Kenmore, N.Y.  
 Evans, R.L. Road Foreman, Buffalo, N.Y.  
 Lingenfelter, L.S. Trainmaster, Buffalo, N.Y.  
 Miller, R.K. General Foreman-Locomotive, Buffalo, N.Y.  
 Nagel, H.M. Supervisor-Train Operation, Buffalo, N.Y.

### Mohawk-Hudson Division

Almy, J.J. Terminal Trainmaster, Selkirk, N.Y.  
 Nusrallah, J.R. Assistant Master Mechanic, Selkirk, N.Y.

### New England Division

Cook, W.G. Trainmaster, Waterbury-Danbury, Conn.  
 Molen, D.C. Assistant Superintendent, New Haven, Conn.  
 Mosko, J.J. Terminal Trainmaster, Beacon Park-Allston, Mass.  
 Murray, P.H. Trainmaster, Providence, R.I.  
 Roberts, R.J. Trainmaster, Springfield, Mass.

### EASTERN REGION

Hart, N.C. General Foreman-Locomotive, Harrisburg, Pa.  
 Markel, J.F. Engineer Instructor, Wilmington, Del.  
 Miller, L.C. Shop Superintendent, Harrisburg, Pa.

### Chesapeake Division

Pierce, W.F. Assistant Supervisor-C&S, Perryville, Md.

### Harrisburg Division

Cargill, D.S. Assistant Supervisor-Track, Enola, Pa.  
 Dailey, G.T. Division Superintendent  
 Deeds, H.J. Division Engineer  
 Evans, R.L. Supervisor-Track, Enola, Pa.  
 Kaufman, C.H. Supervisor-Track, Harrisburg, Pa.  
 Morris, R.S. Supervisor-C&S, Harrisburg, Pa.  
 O'Brien, J.J. Assistant Supervisor-C&S, Lancaster, Pa.  
 Romig, W.E. Supervisor-Track, Columbia, Pa.  
 Stone, L.E. Assistant Supervisor-Track, Paoli, Pa.

### New Jersey Division

Anderzunas, P.P. Assistant Supervisor-Track, N.Y.  
 Forcione, F.J. Assistant Superintendent, N.Y.  
 Moran, T.R. Terminal Trainmaster, Waverly, N.J.  
 Ordas, D.L. Assistant Division Engineer, Morrisville, Pa.  
 Rothrock, N.R. Terminal Trainmaster, Meadows, N.J.  
 Steinbeiser, J.T. Assistant General Foreman-Locomotive, Morrisville, Pa.  
 Strohl, R.J. Assistant Supervisor-Track, Kearny, N.J.  
 Young, A.R. Terminal Superintendent, Waverly, N.J.

### CENTRAL REGION

Haines, L.M. Engineer-C&S Maintenance, Pittsburgh, Pa.  
 Terziu, V.L. Assistant Superintendent-Operations, Pittsburgh, Pa.

### Allegheny Division

Farris, F.R. Assistant Superintendent, Altoona, Pa.  
 Fine, B.L. Supervisor-Track, Cresson, Pa.

### Pittsburgh Division

Barnabei, C.P. Supervisor-Track, Conway, Pa.  
 Christy, G.M. Assistant Supervisor-Track, Carnegie, Pa.  
 Dorazio, J.J. Assistant Supervisor-Track, Latrobe, Pa.  
 Lowe, K.L. Terminal Superintendent, Conway, Pa.  
 Mago, M.A. Supervisor-Track, Duquesne, Pa.  
 McGee, W.W. Assistant Supervisor-Track, Pitcairn, Pa.  
 Rhodes, C.C. Supervisor-Track, Pittsburgh, Pa.  
 Ross, E.V. Supervisor-Track, New Kensington, Pa.  
 Saurer, G.R. Trainmaster, Scully, Pa.

Snyder, D.A. Assistant Terminal Superintendent, Conway, Pa.  
 Valley Division  
 Filak, L.A. Assistant Supervisor-Track, Canton, O.  
 Girard, E.J. Supervisor-Track, Akron, O.  
 Hatton, R.E. Assistant Superintendent, Youngstown, O.  
 Morris, A.R. Supervisor-Track, Canton, O.  
 Myers, L.J. Supervisor-Track, Minerva, O.  
 Rupert, R.D. Trainmaster, Haselton, O.

### NORTHERN REGION

Detroit Division  
 Conti, D.J. Assistant Trainmaster, Trenton, Mich.  
 McNatt, R.A. Terminal Trainmaster, No. Yard, Detroit  
 Miller, J.H. Supervisor-Crew Assignments, Detroit  
 Saulsberry, D.H. Terminal Trainmaster, Detroit  
 Siwicki, R. Trainmaster, Sterling, Mich.  
 Smith, W.J. Terminal Trainmaster, River Rouge, Mich.  
 Tate, P.C. Trainmaster, No. Yard, Detroit  
 Turek, C.B. Terminal Trainmaster, Jct. Yard, Detroit  
 Walker, M.F. Master Mechanic, Detroit  
 Watson, F.L. Trainmaster, Jct. Yard, Detroit  
 Wiltsie, G.W. Trainmaster, Jct. Yard, Detroit

### Michigan Division

Livernois, R.L. Assistant Trainmaster, Wayne, Mich.  
 Shoff, D.A. Division Engineer, Jackson, Mich.  
 Weaver, P.G. Trainmaster, Lansing, Mich.

### WESTERN REGION

Niemynski, T.K. Assistant Superintendent-Operations, Chicago

### Chicago Division

Ring, H.E. Division Superintendent  
 Tedrow, D.W. Terminal Trainmaster, Elkhart, Ind.

### Cleveland Division

Zurek, W.A. Trainmaster (Night), Motor Yd., Twinsburg, O.

### Fort Wayne Division

Metzger, M.P. Master Mechanic, Ft. Wayne, Ind.  
 Todd, W.E. Material Engineer, Ft. Wayne, Ind.

### SOUTHERN REGION

Cincinnati Division  
 O'Connor, J.E. Supervisor-Track, Sharonville, O.

### Columbus Division

Smith, E.B. Agent, Galion, O.  
 Warnock, D.M. Assistant Division Engineer, Columbus, O.

### Southwest Division

Buzzard, D.G. Trainmaster, Muncie, Ind.  
 Duncan, A.F. Assistant Supervisor-Train Operations, Indianapolis  
 Wethington, R.L. Trainmaster, Indianapolis

# Bill Lyons tells retirees: "Let's organize!"

The way William R. Lyons sees it, "almost everybody's organized nowadays."

"People with common views on public matters have discovered that they don't have much effect unless they organize for joint action," he says.

"It's time we railroad retirees woke up to that fact."

Mr. Lyons, a long-limbed, ruddy-faced man, retired from the Penn Central in 1970. He started railroading in 1937 as a messenger, worked as a yard clerk, movement clerk, assistant yardmaster, diesel power man, and finally as a supervisor in the special equipment bureau, keeping track of special-equipped freight cars.

Since retirement, he and his wife have divided their time between their Philadelphia apartment and a seashore home at Margate, N. J.

"While walking the beach or working the vegetable garden, I keep thinking about the lack of public understanding of the Penn Central's situation and the need for government help to preserve its rail services," Mr. Lyons says.

"It seemed to me that this vital matter didn't have a high priority in Washington.

"And I concluded that retired railroaders are the ideal people to help stir public interest. We know the facts, we have the interest, and we have the time.

"All we need is organization."

Mr. Lyons has been contacting PC people whom he knew and worked with in Philadelphia, and has found a warm response, he says. Their plan is to set up an organization — self-supporting — under the tentative name of "League of Retired Penn Central Employees."

"Retired employees in other localities ought to form their own organizations, and may use the same title if they wish," he says.

Mr. Lyons points out that the government is moving toward a decision about the future of Penn Central.

"We want the outcome to be as fair and equitable as possible to all involved," he says. "That means active employees, retired employees, and the millions of Americans who depend on Penn Central freight and



passenger service.

"We intend to write to our Senators, Congressmen, Governors and State legislators to let them know of our concern.

"This will not be a pressure type of campaign. It will not be lobbying. Rather, it will be an information and education program.

"Many people are not aware of the degree to which government policy helped put the railroads in their present situation.

"I mean, for example, the billions of Federal money spent on high-

ways, airways, and waterways, helping our competitors immensely. There is also the matter of States taxing railroads higher than other kinds of property. And the delays in granting railroads needed rate increases. And so on.

"If government action helped weaken the railroads, then the government is obligated to help restore them to health.

"I hope many retirees will join in telling their elected officials their feelings about this.

"There is no time to waste."

## Local Chairmen Petition Congress for Aid to PC

A petition drafted by three union local chairmen is being signed by PC employees at Dennison, Ohio.

The petition urges Congress to enact legislation to preserve the Penn Central and its services.

The petition was drawn up by (shown below, left to right): Marion W. Fisher, representing the United Transportation Union (T); Donald G. Huston, United Transportation Union (E); and Wade S. McGuire, Brotherhood of Locomotive Engineers.

They plan to send copies of the signed petition to all members of the Senate and House of Representatives.

The petition states that Penn Central and other railroads do not enjoy the same kind of governmental treatment accorded to truck lines, air lines and barge lines. It also calls attention to reports that a railroad in South Vietnam is to be rebuilt

with funds from the United States Government.

"If this foreign railroad is essential to our national interest," the petition says, "then surely the preservation of the Penn Central is an absolute must."

The petition continues:

"We feel that under existing conditions, the officers of the Penn Central generally speaking have conscientiously tried their best to improve the financial posture of our company. However, the task, in our judgment, is simply too complex, due largely to the post-merger adversities and the disadvantage of competing with heavily subsidized competitors—conditions which have materially contributed to the bankruptcy.

"Our Company needs the full support of the Congress if the Penn Central is to survive as a viable and integral part of the transportation network of the United States."



## Ceremony at Tiffin, Ohio

As railroad consolidations go, this wasn't exactly a major event.

But don't try to tell that to the men at Tiffin Terminal.

A consolidation of service at this terminal, 37 miles southeast of Toledo, Ohio, meant that Yard Job No. 70 would serve eight additional industries. The men thought this called for a ribbon-cutting ceremony.

Brakeman R. T. Schell held one end of the ribbon. Trainmaster A. T. Myles (right in photo) held the other. Conductor R. J. Brunover cut it with his trusty penknife.

The others at the ceremony were Trainmaster J. T. Underwood (left), Engineer W. T. Helkey, Brakeman J. P. Curcio and Fireman D. A. Nagel.

The change means that eight

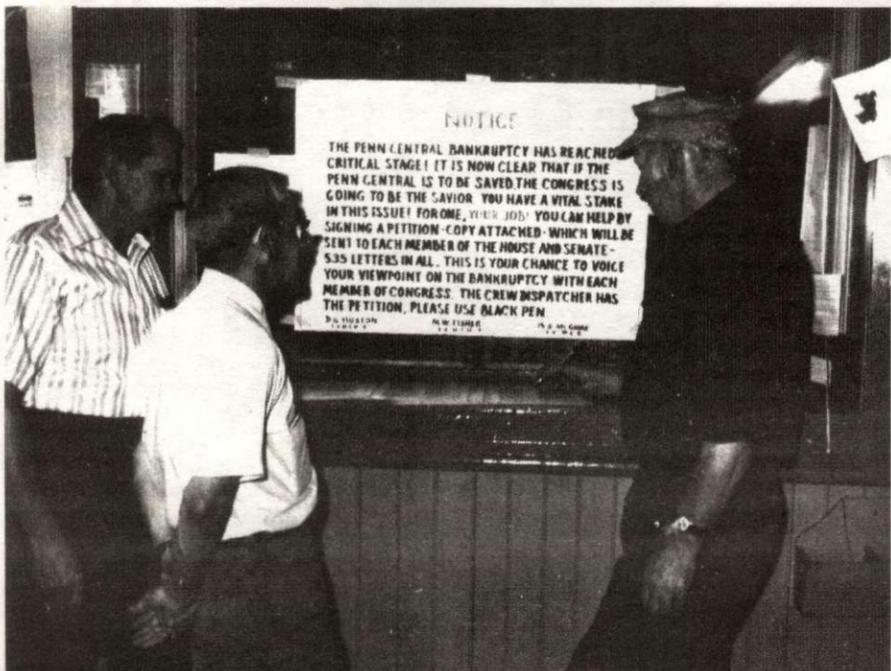
industries formerly served one day a week out of Carey, Ohio, will now be served five days a week, along with 10 other industries served by the Tiffin crew.

The added industries are Wolohan Lumber Company, Ohio Power Company, Hanson Machinery, G&L Oil Company, Seneca County Farm Bureau, Magers Lumber Company, Louis O'Connells, and Tiffin Farmers Co-Op.

"Our new operation is more efficient and more dependable," said Trainmaster Myles.

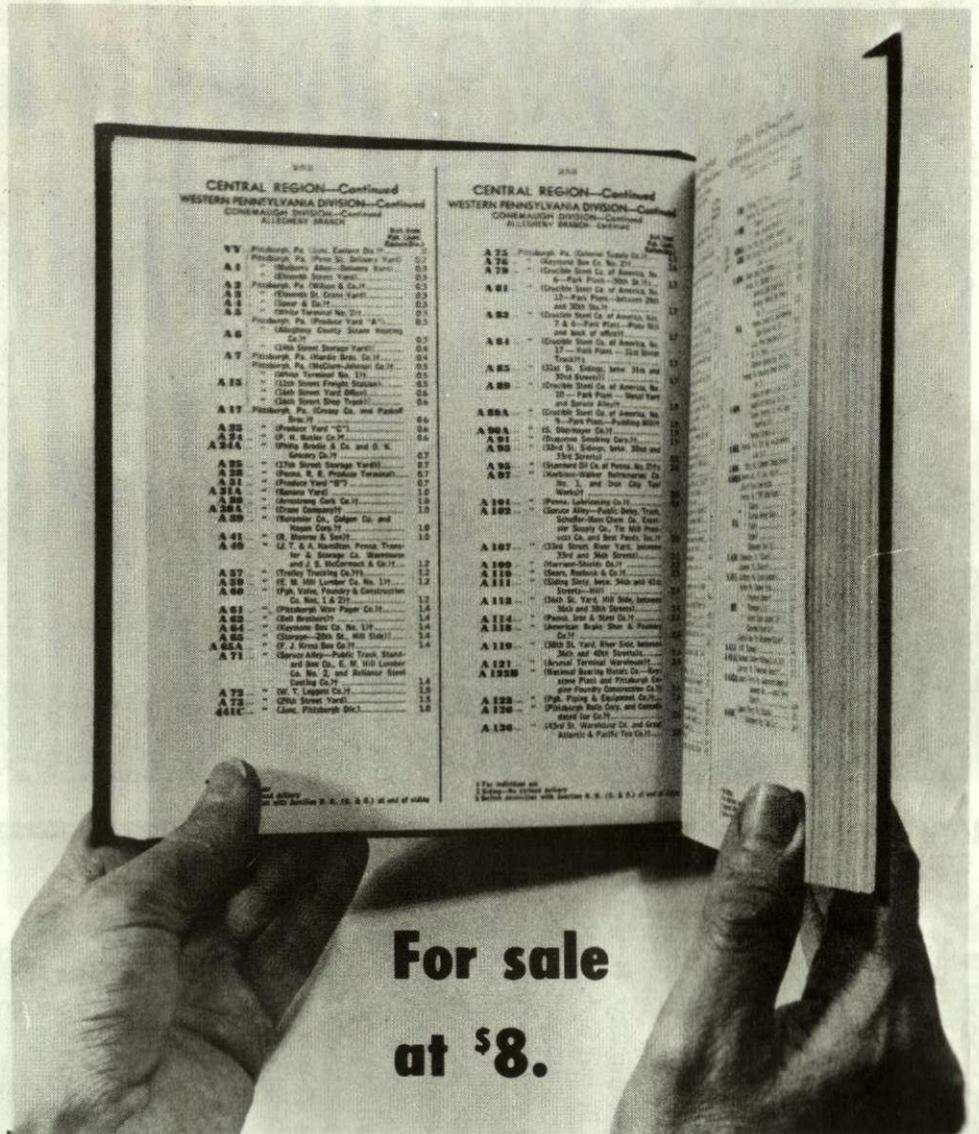
"I know our customers are happy with the change, and I'm confident we'll get more of their business.

"Now if that isn't good enough reason for a little fuss and ceremony, what is?"



**PENN CENTRAL**  
**POST**  
 6 PENN CENTER PLAZA  
 PHILADELPHIA, PA. 19104

The book  
 of PRR  
 stations,  
 sidings,  
 shippers,  
 branches,  
 junctions,  
 towers. . .  
 dated  
 1945.



**For sale  
 at \$8.**

Veteran railroaders knew this book as the C.T. 1000. It was published in this form for the last time in 1945.

It lists every city, town and hamlet on the Pennsylvania Railroad (from New York, N.Y., and Sarah Furnace, Pa., to Hittle, Ill., and Wequetonsing, Mich.) and gives the code number of the freight station serving each.

The book lists every customer with a siding on the PRR — from General Motors to General Fire Extinguisher Co. — from Bethlehem Steel and Gulf Oil to Charlevoix Pickle Co., Merkle Broom Co., and Oriental Show-You Co.

It lists block towers, passing sidings, team tracks, wyes, yard limits, water stations (for steam locomotives), division posts, and junctions with other railroads.

The exact distance between each listed item and a major division point is given — down to a tenth of a mile. You can proceed along any main line or branch line and know where each thing was on the PRR — as the PRR was in 1945.

The C.T. 1000, bound in hard covers, has 412 pages. There is, in addition, a 120-page supplement.

All the remaining copies — in new condition, never issued — have been taken out of storage and are being offered for sale. Each copy is individually stamped with a serial number.

The price is \$8, including the supplement.

There are also some copies of a smaller C.T. 1000 for only the Eastern Region — available at \$4 each.

Penn Central Souvenirs, Room 1040, Six Penn Center Phila., Pa. 19104

ITEM	QUANTITY	PRICE
PRR System C.T. 1000 with Supplement — \$8		
Eastern Region C.T. 1000-\$4		

Total . . . . .  
 Add sales tax, if in effect in your area . . . . .  
**GRAND TOTAL . . . . .**

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Make check or money order payable to Penn Central Transportation Company.