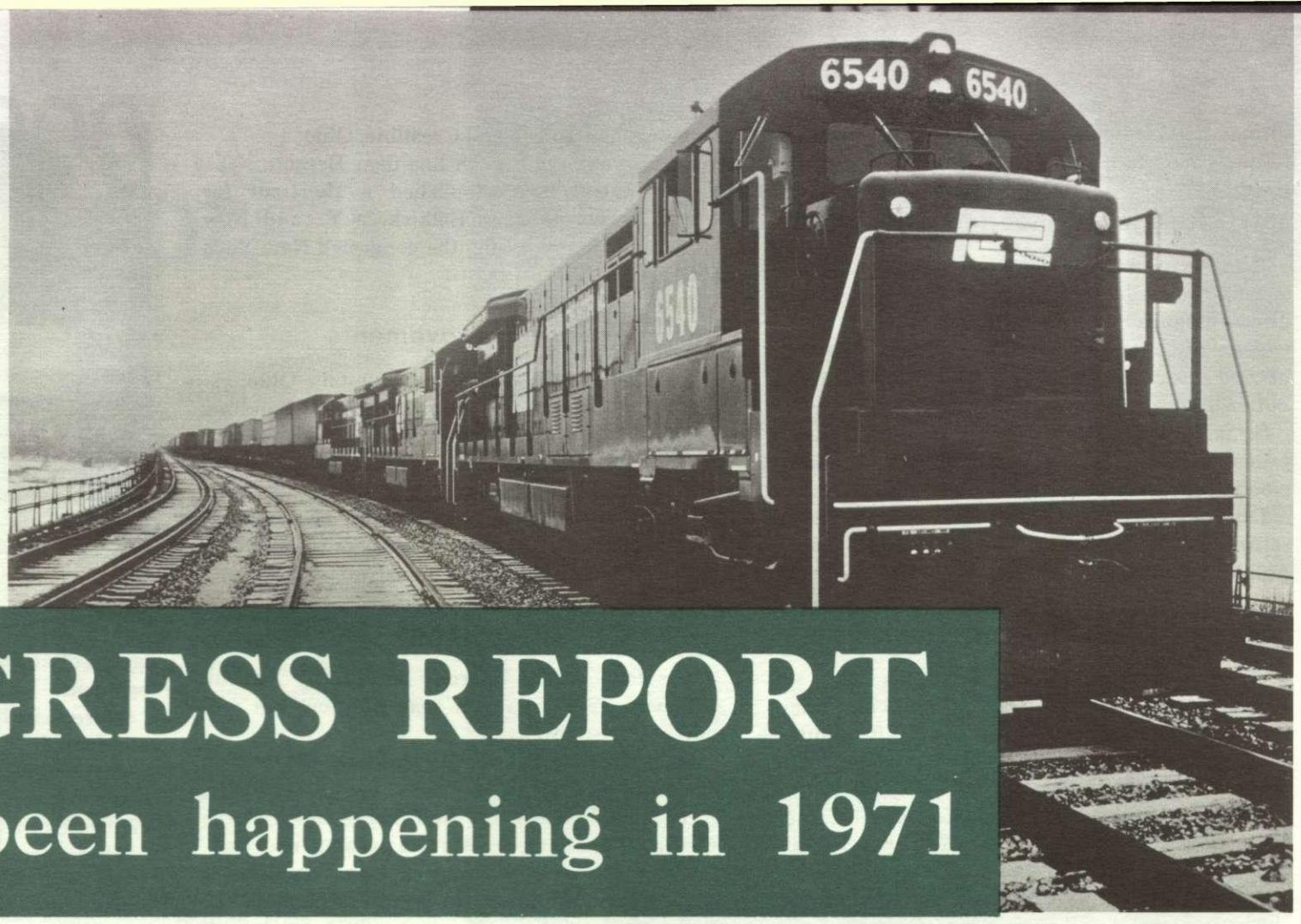
PENN CENTRAL
POST®

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

SEPTEMBER 1971

Penn Central operated 14,098 more trains in the first half of 1971 than in the comparable period of 1970. The result was consistently better deliveries.



PROGRESS REPORT

What's been happening in 1971

When new management came to Penn Central a year ago, immediate emphasis was placed on an urgent goal:

Improved service.

Today that's a reality.

Many letters of commendation from shippers testify to the service improvement.

Complaints from shippers about service deficencies have dropped 94 percent.

A recent message to shippers about Penn Central developments stated:

"Single-minded emphasis on producing good transportation has already transformed service dramatically—yet efforts for further improvement will not be relaxed.

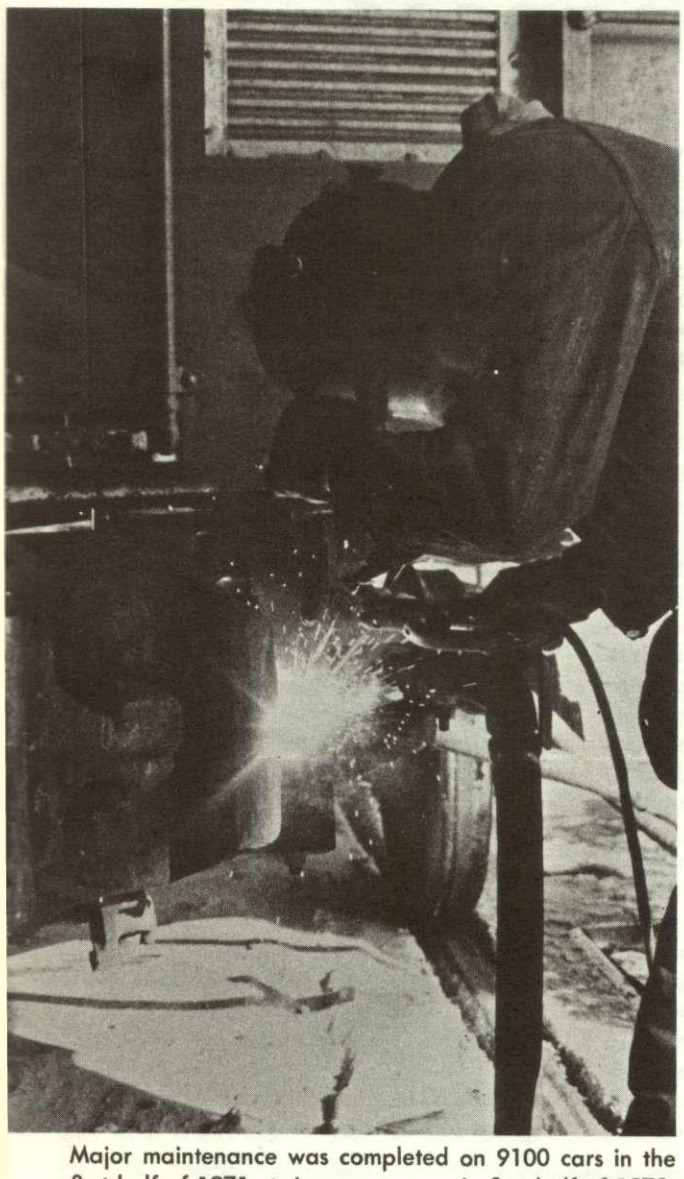
"We will not again risk the loss of the confidence of shippers—the confidence which has been so hard to regain."

Penn Central's share of Eastern transportation business rose from 32.5 percent to 33.7 percent this year, the Penn Central message pointed out; but it added:

"We still have a long way to go to reach the 36.3 percent share of this market which our premerged railroads enjoyed five years ago."

The message to shippers told about Penn Central's far-reaching self-help efforts to improve service, boost business, and produce more efficient operations.

Here are the highlights.



Major maintenance was completed on 9100 cars in the first half of 1971—twice as many as in first half of 1970.

More Cars for Shippers

Penn Central's preliminary goal was to acquire 7300 new freight cars during 1971. By midyear, it had already surpassed the goal by arranging to obtain **7492 new cars.**

The majority are open hoppers for coal and covered hoppers for grain and other bulk commodities. This reverses for the first time in five years a decline in PC's ownership of such cars.

Penn Central is obtaining these cars under lease—paying the rentals out of revenues—because it cannot raise capital at this time to buy them outright or finance the purchase.

Penn Central programmed 20,000 freight cars for major maintenance work in 1971, but limited funds caused a reduction to 17,300 cars. By midyear, work had been completed on 9100 cars—**twice as many as were done during the first half of 1970.**

Better Use of Cars

A measure of efficiency is "car days on line per loaded cars handled." This figure has **improved 8 percent** over the similar period of 1970.

Largely by returning empty cars more promptly, PC people have reduced the number of foreign-owned freight cars on line by approximately 26,000 units a day.

The Assigned Car Control Center, started last year, is producing a smoother flow of cars carrying lime and soda ash. This has made it possible to release several hundred cars and assign them to other customers; and has helped obtain new business and recover business previously lost because of inadequate service or car supply.

More Go Power

During the first six months of 1971, PC people completed major repairs on 556 diesel locomotives.

The daily average of road diesels out of service dropped from 287 in January to 220 in June, **a 23 percent improvement.**

Penn Central has received 102 new locomotive units this year in fulfillment of orders placed before the bankruptcy.

Leasing has been arranged for 187 more units.

Penn Central now owns or leases 4150 locomotives. However, it still needs additional locomotives, and is seeking funds for this purpose.

More Trains A-Rolling

In the first half of 1971, PC people operated 14,098 more trains than in the similar period of 1970. The result has been consistently better delivery of freight cars to receivers.

The Railroad has started 12 new regularly-scheduled trains. These consist of two high-speed TrailVan trains for mail between Detroit and Toledo; two 10,000-ton coal trains originating in Pennsylvania; and eight new through freight trains.

Altogether, Penn Central now has 46 "run-through" trains daily. Much of this service improvement is accomplished by pre-blocking interchange cars to avoid yard delays. In addition to cutting transit time, this contributes to higher utilization of cars and prompt return of empties.

A service survey, made by following all car movements between 2742 pairs of traffic centers, has shown dramatic improvement in on-time delivery of freight, which is verified by PC customers.

A Better Job of Maintenance

Train accidents and derailments have gone down 42 percent, compared with the similar period of last year, even though more trains are being operated.

This reflects better track and equipment maintenance, and closer supervision of train operations.

An extensive track upgrading program has been going on this summer, within Penn Central's financial limitations. Special attention is being given to north-south trunk lines, to bring them up to the generally good standards of the east-west main routes.

The Railroad is strengthening the traffic patterns connecting New England to the south and west, and the links between the Great Lakes area and the south-central territory.

Between Albany and Utica, N.Y., new rail has been laid and slow orders have been substantially reduced.

Upgrading work is in progress on the key West Shore freight line between Weehawken, N.J., and Selkirk, N.Y. The latter has become the focal terminal for service between New England and the west.

Riding the Land Bridge

Outmoded and costly car-float operations at New York are being phased out. Freight that formerly was floated across New York Harbor to the Long Island Rail Road is moving via the Hell Gate Bridge.

Cars of fresh fruits and vegetables that formerly were floated from Greenville, N.J., to Manhattan are now routed all-rail via Selkirk, N.Y., to a new facility in the Bronx.

Floating operations on the Hudson River between freight-forwarding stations at 37th Street and facilities at 68th Street will be eliminated by use of a new track linking 37th Street and the

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former NYC freight yard at 33rd Street, on Manhattan's West Side.

Retiring Unneeded Track

A major part of the Trustees' program for restoring the Railroad to a sound enterprise is **the discontinuance of unproductive branch lines, which consume maintenance funds urgently needed elsewhere.** The goal is a more compact, better utilized system.

So far this year, the Railroad has received approval from the Interstate Commerce Commission to retire 110 miles of branch line.

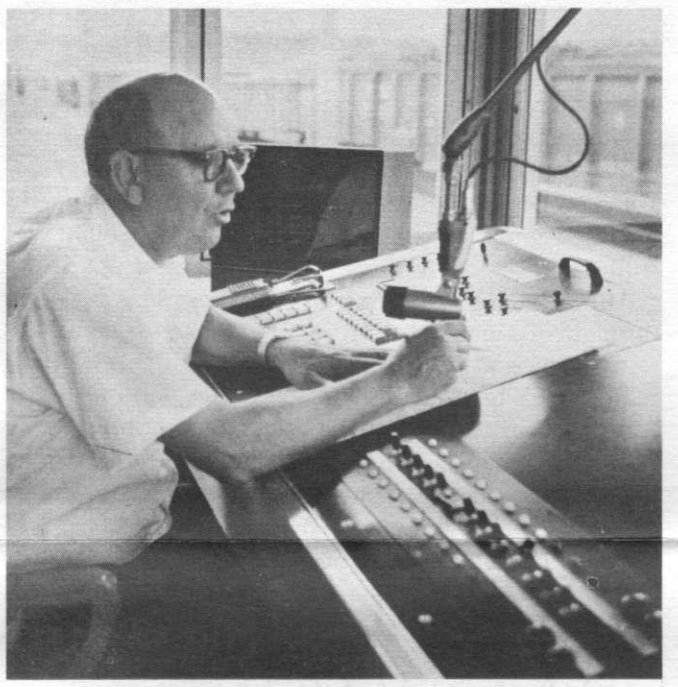
Petitions have been forwarded to the ICC for retirement of 507 miles; and petitions are being prepared for 1305 miles.

Adding Needed Track

A new connection near St. Louis with the Alton & Southern Railway **is reducing interchange time from 8 hours to about 40 minutes.** Eight trains and some 900 cars move daily through this interchange.

A temporary connection at Kendallville, Ind., completed May 20, **enables trains to save 4 hours** between Columbus and Chicago.

Another key connection is being built at Bucyrus, Ohio. It will permit consolidation of service between Toledo and Crestline, Ohio.



Major planning has gone into reducing the yard time of freight cars and expanding the use of run-through trains.

By upgrading a branch line near Beacon, N.Y., Penn Central has established **a short-cut for freight trains** between Selkirk, N.Y., and New Haven, Conn., bypassing the congested New York City area.

Yard Improvements

New Buckeye Yard, near Columbus, Ohio, replaced several obsolete yards and is now handling 1000 cars per trick. The average elapsed time for receiving and dispatching cars has been reduced from 60 hours to 13 hours.

Newly rebuilt Edge Moor Yard, at Wilmington, Del., is now handling 95 percent of all traffic classified in this important industrial area.

Intercity Passenger Service

The takeover of intercity service by Amtrak will help Penn Central's cash position, but will not produce a profit.

Penn Central has to pay Amtrak $52 million over three years as an "entry fee." Eventually, Amtrak will relieve the Railroad of much of the enormous financial deficit from passenger service.

Under the present contract, however, there is no provision for adequate reimbursement to the Railroad for maintenance cost, return on investment, improvement of facilities, and other indirect costs of furnishing the service.

Commuter Service Improvements

New York's Metropolitan Transportation Authority is expected soon to assume financial responsibility for service on the Hudson and Harlem commuter lines. Penn Central will provide the service under contract.

Eighty new cars are being delivered for these lines, allowing for retirement of obsolete cars.

Specifications have been sent to manufacturers for bidding on **130 new cars** for Philadelphia commuter service (operated by PC for the Southeastern Pennsylvania Transportation Authority), and **70 new cars** for North Jersey service. Purchase is made possible by Federal, State and local funds.

Maintenance, repair and cleaning of commuter equipment is being helped with public funds.

Streamlining Management

Continuing efforts are being made to reduce layers of authority and provide more direct management.

The Assigned Car Control Center is one of several developments to promote more efficient use of freight cars.

More than 700 management positions have been eliminated.

A year, ago, there were **35** vice presidents. Now there are **11.** Assistant vice presidents have been reduced from **39** to **17.**

There are now six regional executive offices with 19 divisions instead of the former 25. Two separate operating organizations concentrate on providing commuter service in the New York and Philadelphia areas.

A senior vice president for sales and marketing has been appointed to give fresh impetus to Penn Central's drive to increase its share of the transportation market.

Nine regional sales offices have been consolidated into 6, and 12 district sales offices merged into other offices. A new Southwest sales office was established at Houston, Tex., to serve that growing area.

A new automotive department is providing pricing, sales and marketing functions to serve automobile and related industries—one of the biggest and fastest-growing traffic sources. Unique in the railroad industry, the new department mobilizes the capabilities of Penn Central people for hauling autos, trucks, parts, tires and related items, and eliminates overlap of responsibilities.

A vice president for reorganizational planning has been appointed to coordinate the look-ahead planning for the Railroad's plant, equipment, manpower and financial needs.

Trustees Report on Finances

Penn Central Transportation Company ended the first half of 1971 with a net loss amounting to $127,962,794, the four Trustees reported.

That was $21½ million less than the net loss reported for the first half of 1970.

For the month of June alone, the net loss was $1,835,384.

For June a year ago, the net loss had been $43,384,014, including a charge of $17 million for impairment of investment in the Lehigh Valley Railroad.

All these figures are on an accrued basis—that is, they include taxes and debt charges that were due but not paid, in compliance with the Court's orders.

Cash receipts for May and June "improve slightly the company's projection of results for the remainder of the year," the Trustees said.

On July 28, the four Trustees went to Washington to testify before the Surface Transportation Subcommittee of the Senate Committee on Commerce. The Trustees were responding to the Senators' request for a report on Penn Central's "current financial condition, its operations, and its prospects for the future."

The Trustees summarized the prospects as follows:

1. Unless there are unfavorable developments during the next several months, Penn Central will be able to meet its cash needs for 1971 with the balance of the $100 million loan obtained in January under a Government guarantee.

2. The need for additional outside financing to meet cash needs beyond 1971 will be limited to approximately $50 million in the first quarter of 1972.

3. If outdated work rules are eliminated, there is a reasonable prospect that Penn Central will come close to the break-even point by 1973.

The Trustees spoke about the operating improvements that have been put into effect on the Penn Central (see article above).

However, they told the Senators, Penn Central operating revenues thus far in 1971 "have been substantially less than we anticipated."

They had looked forward to a substantial increase in freight traffic. Actually there has been a slight decrease.

Penn Central is gaining a better share of the Eastern railroad freight, they pointed out, but freight business in general is off.

The Trustees appealed for the cooperation of Labor in updating work rules, some of which are "carry-overs from the 19th Century, when steam-driven locomotives pulled freight trains an average of 100 miles in eight hours.

"A series of independent public boards, commissions and agencies have held that these 19th Century rules are no longer justifiable," the Trustees stated.

"If Penn Central is permitted to put into effect only the revisions in work rules which have been determined by these independent boards and commissions to be proper, the cost savings will be from $125 million to $150 million per year, probably more.

"These savings will permit break-even operations by 1973.

"And the establishment of the revised work rules will provide the necessary basis for private financing sufficient to meet the anticipated 1972 cash needs.

"Without these savings, neither the immediate needs nor that longer-range prospect can be met.

"In our judgment, this issue is key to the Penn Central future."

The Trustees proposed that the Federal Bankruptcy Act be amended to permit a court in charge of the reorganization of a railroad **to provide for the final and binding adjudication of any labor dispute that has not been settled within 90 days.**

Under the proposed new arrangement, the court's decision on work rules would have to be "consistent with safe and efficient operation," and would "take into account the national prevailing levels of railroad employee compensation.

"The court would be authorized to order reasonable protection for any adversely affected employees."

The Trustees concluded their Senate testimony by saying:

"The Penn Central situation requires many changes, of various kinds, in previous practices.

"But the future hinges on whether the way can be found to make the work-rule changes which have been publicly, independently, and repeatedly determined to be proper. We are going to find that way."

LOVE STORY

Commuters Praise Service

Used to be that a typical comment a New York commuter made about the service was, "Ugh!"

Not any more.

PC people are winning friends and rooters.

The Metropolitan Region, which was set up by the Railroad last year to concentrate on commuter operations, has been making marked improvements in service.

And commuters are responding warmly.

Here are excerpts from some of their recent love letters:

"There has been a gradual but tremendous improvement in service facilities, especially over the past 12 months."—D. K. deNeuf, president, Press Wireless, Inc.

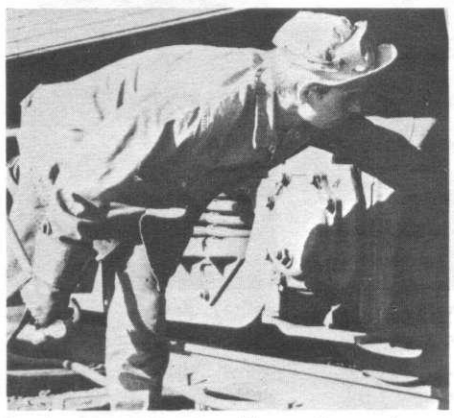
"Allow me to compliment you on your trains' punctuality."—Henry A. Gillespie, vice president, domestic syndication, CBS Enterprises, Inc.

"Wives can now be sure that all their efforts in the creation of the evening meal will not be ruined, and organizations meeting in the evening can now be sure that their members will be there."—Joshua B. Powers, Jr., managing director, Joshua B. Powers, Inc.

"A fine performance."—John C. Mitchell, advertising sales manager, Chemical Engineering, a McGraw-Hill publication.

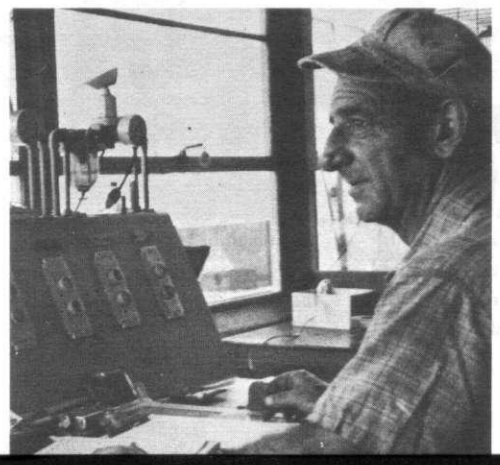
"It's been a pleasure to be a commuter the past two months!"—Alexander H. Hadden, general counsel, Office of the Commissioner of Baseball.

Ticket agents like Thomas E. Cantwell at Mt. Vernon, N.Y., are PC's "front line" in establishing good customer relations.



Car Inspector Don Leadbetter keeps sharp eye on things at Brewster, on Harlem line.

At Stamford, Conn., Joseph Milano makes sure car-wash machine does a clean job.



Conductor Ralph Croteau's manner helps win friends among riders on Hudson line.

"I am sure you realize that as service is improved, it favorably affects the day-to-day living of many commuters. I hope you keep up the great work!"—L. C. Jobe, Mobil Oil Corporation.

"Being in the transportation business myself, I can perhaps better understand the difficulties you experience. The on-time performance and other areas have improved considerably. Keep up the good work!" —C. H. Startup, manager of passenger sales, American Airlines.

Not that everything's perfect.

When the record on-time performance in the spring slipped somewhat in the early summer, the Metropolitan Region frankly discussed this in leaflets to the commuters.

The leaflets said some of the causes were vandalism involving tracks and signals, and firemen laying hoses across the tracks to fight fires near the Railroad.

But other causes have been man or equipment failures, including two derailments inside Grand Central Terminal.

"We're working continuously to eliminate the causes," the commuters were told.

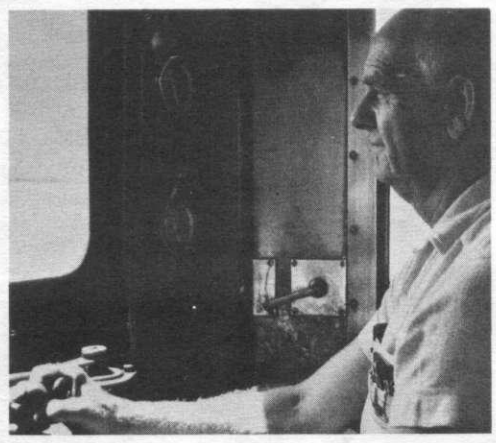
Commuter praise was relayed to PC employes by E. R. Adams, general manager of the Metropolitan Region. He thanked the employes for "the interest you take in your work and in humanizing the service."

Mr. Adams said commuters were pleased not only with better on-time performance but also with better information when delays occur. **Two-way radio and station announcement systems** make this possible, he said, and "your proper and timely use of these systems means a great deal to the peace of mind of our passengers."

Car cleaners like Frank J. Benvenuto make travel pleasant for commuting public.

An average of 69,000 commuters are served daily on Hudson, Harlem, New Haven lines.

Belinda Taylor answers questions in Grand Central, for three commuter lines.



Engineman E. Reiske knows smooth stops and starts are basic to riders' comfort.

Mr. Adams called attention to improvement projects underway or planned:

High-level platforms are being built to conform to new commuter cars and speed boarding and detraining.

The power system will be modernized.

New maintenance facilities will be built.

A total of 224 new cars are already committed to be added to the service.

These and other improvements through the availability of public funds.

Last January, the States of New York and Connecticut assumed financial responsibility for commuter service on the "West End" line between New York City and New Haven, Conn. New York's Metropolitan Transportation Authority purchased the portion of the line within the State's borders, and Connecticut Transportation Authority leased the remainder. Penn Central provides service under contract.

Now in the works is a new setup for the other two routes funneling out of Grand Central Terminal—the Hudson and Harlem lines.

The Metropolitan Transportation Authority will lease these lines and contract with Penn Central to provide service. Therefore the employes' status will remain unchanged.

The new arrangement brings public funds for needed improvements, and at the same time relieves Penn Central of financial losses from commuter service.

Martin Brennan and Robert Murphy keep the stations looking as they should.

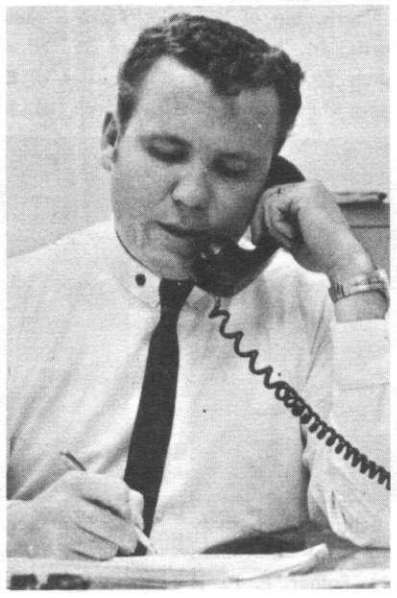
Follow Through

Whenever the shipper phoned Gene Peacock to trace his shipments, Gene didn't just find out where the freight cars were. If any seemed to be late, he phoned the yards to find out why and to see what could be done to expedite urgently needed cars.

Such service brought a letter from Du Pont Company's traffic department at Wilmington, Del.:

"We want to express our appreciation for the excellent job Mr. Peacock has done. In many cases his determined action has averted late delivery of motor fuel tank cars and prevented a loss of business."

Gene, who was clerk in the Division Sales Manager's office at Wilmington, was recently promoted to assistant supervisor of special equipment. Married, with two children, he has been taking night college courses in traffic management.



29 More Scholarship Winners

College scholarships have been awarded to 29 sons and daughters of employes through endowments administered by Penn Central Transportation Company and related scholarship funds.

Fourteen awards were Frank Thomson Scholarships, endowed in 1907 by children of the Pennsylvania Railroad's sixth president. These are offered to sons of active, retired or deceased employes and are for technical courses in engineering schools.

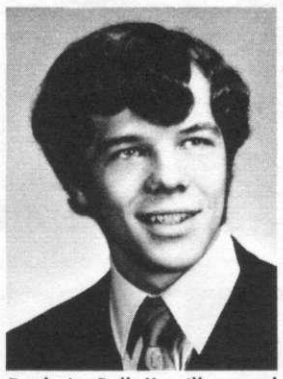
Thirteen awards were provided by the Women's Aid of Penn Central Transportation Company, which established a scholarship fund for sons and daughters of active, retired or deceased employes, for any recognized course of study leading to a bachelor's degree.

Awards under both funds are made each year, based on scholastic ability and financial need (except for two Frank Thomson Scholarships granted solely on ability, without regard to need).

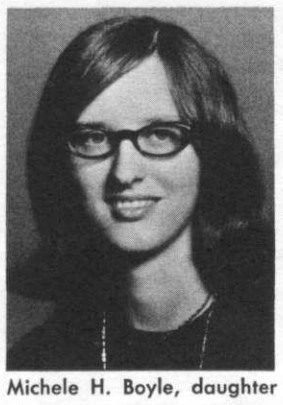
Two other scholarships available every four years were awarded this year: The William Henry Brown Memorial Scholarship to Princeton University, and the memorial scholarship of Department Three, Pennsylvania Railroad Women's Division for War Relief, providing tuition at University of Pennsylvania.

Students interested in applying for scholarships for the college year beginning September, 1972, should write **now** for information and application forms. Address: John J. Maher, Vice President-Administration, Penn Central Transportation Company, 1234 Six Penn Center, Phila., Pa. 19104.

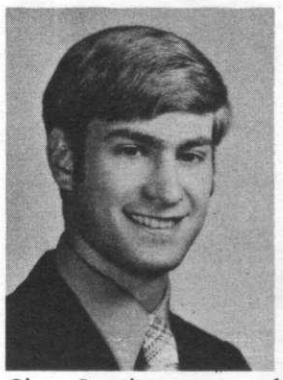
Also available for 1972 is the John Clark Sims Memorial Scholarship, endowed in memory of a former PRR Secretary. It is awarded every four years to the son of an employe, and provides tuition at the University of Pennsylvania.



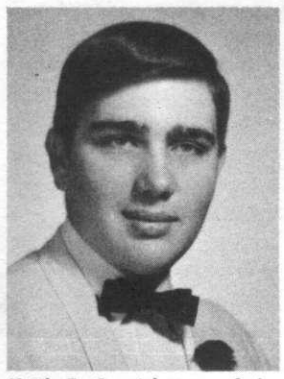
Paul A. Bell II will attend Princeton University for political science. Father is a Central Region fireman.



Michele H. Boyle, daughter of the late J. F. Boyle, an Eastern Region clerk, will go to Franklin & Marshall.



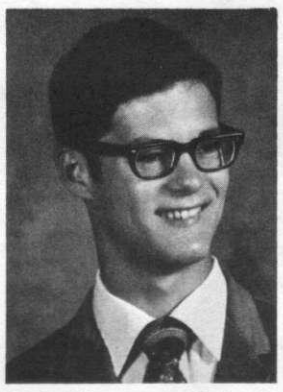
Glenn Brandimarte, son of B. H. Brandimarte, general foreman, M-of-E, at Altoona, Pa., will go to Princeton.



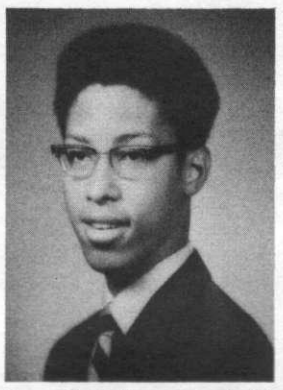
Keith E. Carcich, son of the late A. L. Carcich, tugboat pilot at Greenville, N.J., will go to Canisius College.

Jeffrey Cox will take engineering at Cornell. Father, C. C. Cox, is equipment supervisor at Syracuse, N.Y.

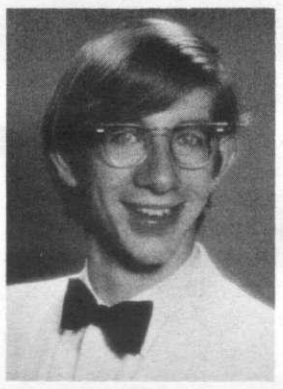
Susan Dallas will take pre-med at Northwestern. Father is F. J. Dallas, a retired training assistant, Phila., Pa.



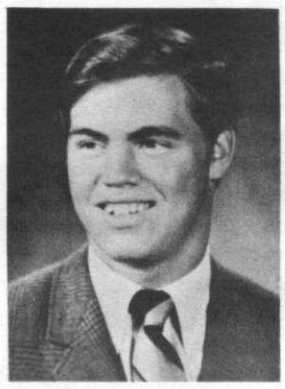
Paul Dillon, son of R. G. Dillon, train dispatcher, Altoona, Pa., will study engineering at Pittsburgh U.



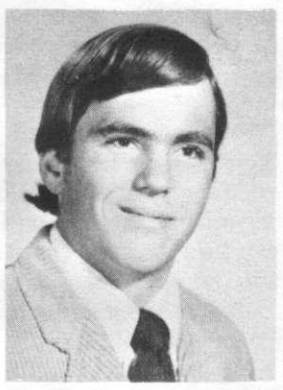
Kenneth Earley, son of Edward Earley, coach attendant at Chicago, will study dairy science at Illinois U.



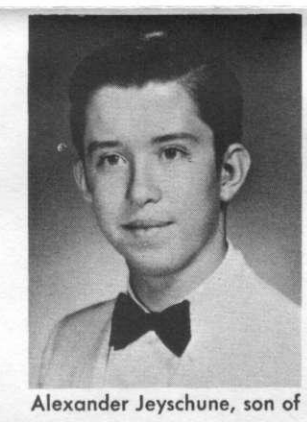
Raymond J. Ehlers, Jr., son of a circuit engineer, C&S Dept., goes to Swarthmore College for liberal arts.



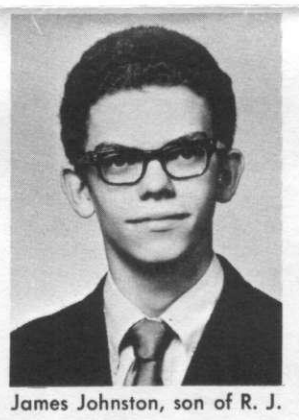
Martin E. Hoover, Jr., son of a foreman at Conway, Pa., will take electrical engineering at Drexel University.



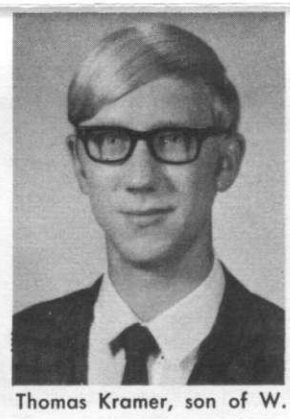
Charles D. Hunt, Jr., son of freight agent at Rambo, Pa., will take engineering at University of Florida.



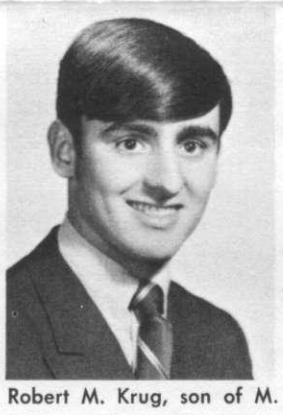
Alexander Jeyschune, son of A. J. Jeyschune, conductor at Newark, N.J., will go to the Rose-Hulman Institute.



James Johnston, son of R. J. Johnston, block operator at Pittsburgh, will take engineering course at Penn State.



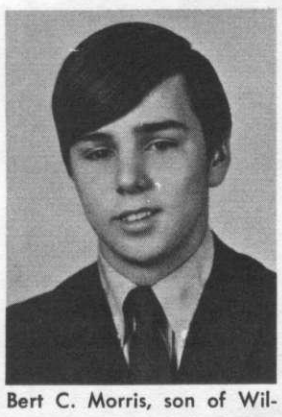
Thomas Kramer, son of W. S. Kramer, clerk at Toledo, O., will study engineering at the University of Toledo.



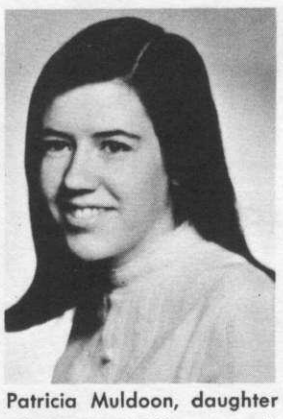
Robert M. Krug, son of M. W. Krug, director of freight transportation controls, is going to Rensselaer Poly.

Maureen Landies, daughter of C. R. Landies, assistant general yardmaster, Cleveland, is going to Cornell.

Jane McShane, daughter of H. E. McShane, claim agent, New York, will take liberal arts at Northeastern Univ.

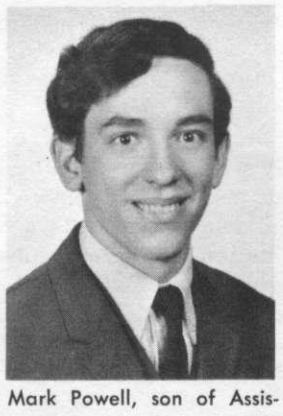


Bert C. Morris, son of William Morris, Jr., conductor at Altoona, Pa., will study engineering at Penn State U.

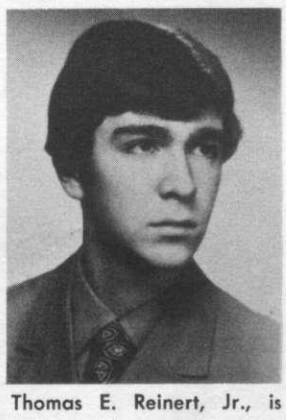


Patricia Muldoon, daughter of W. H. Muldoon, yardmaster at Boston, plans to enroll at Boston College.

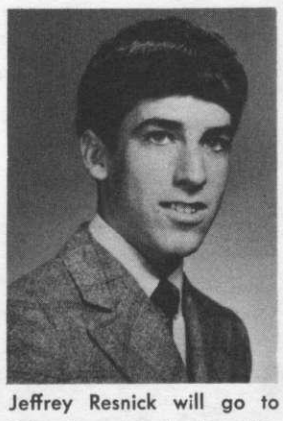
Lester Passa, son of Track Supervisor M. F. Passa, at Bridgeport, Conn., will go to Connecticut University.



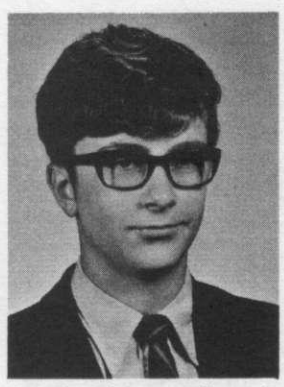
Mark Powell, son of Assistant Secretary D. R. Powell, will go to Wesleyan University for liberal arts course.



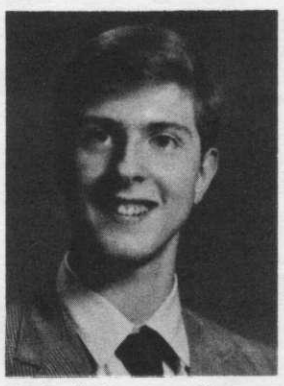
Thomas E. Reinert, Jr., is going to Harvard University for liberal arts. Father is an engineman at New York.



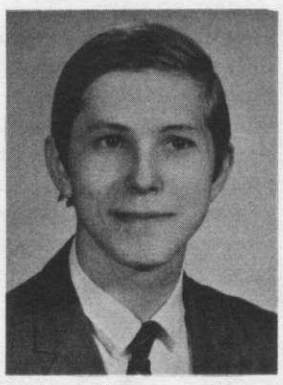
Jeffrey Resnick will go to Yale for biophysics. His father, Victor, is supervisor-data control at New York.



Joseph Schriner will study engineering at Cincinnati University. Father, E. P., is inspector foreman, Toledo.

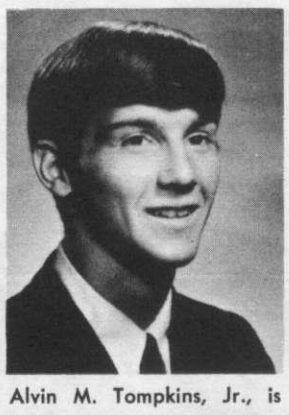


Michael Scruggs will go to Stevens Institute of Technology. Father, W.N., is a yard clerk at S. Kearny, N.J.



Michael Sheehan will go to University of Pennsylvania. Father, W.E., is manager of pricing, Sales & Marketing.

Gary R. Tomb will study engineering at Penn State University. Father, W.R., is a block operator, Pittsburgh.



Alvin M. Tompkins, Jr., is taking engineering at Ohio University. Father is train dispatcher, Youngstown, Ohio.

Jo Ann Uhde will take chemical engineering at Stevens Institute. Father, G.C., is a conductor at Newark, N.J.

Railroaders ask Congress for vital aid

The railroad crisis isn't just a Penn Central story.

Three other railroads are also in the bankruptcy courts.

Another road, the Erie Lackawanna, has had to ask permission to postpone repayment of bonds, to allow it to work its way out of a cash squeeze and avoid bankruptcy.

A third of the 69 major railroads lost money in the first quarter of 1971.

These and other storm signals give urgency to the current campaign for Congressional action.

Railroad people and other concerned citizens are writing to their Senators and Congressmen, asking for legislation that will give the railroads an even break with their competitors.

The problem has two basic points.

Point 1: Government has given enormous financial aid to the railroads' competitors for many years.

Last year alone, government spent more than $24 billion for other forms of transportation, and they repaid, in user charges, only a small part.

Point 2: Government has imposed tighter restrictions on railroads than on their competitors.

For example, railroads are 100 percent regulated in setting freight rates. But trucks are only 39 percent regulated and barge lines only 15½ percent regulated, on a ton-mileage basis.

This means that a truck or barge line, in many cases, can undercut a railroad rate on the spot to win a shipment.

But a railroad, wanting to set a competitive rate, must file a 30-day notice with the Interstate Commerce Commission and sometimes must wait many months for approval.

These and other problems were analyzed by America's Sound Transportation Review Organization (ASTRO), which has proposed a blueprint of things Congress can do to enable the railroads to lift themselves out of their difficulties.

One proposal has already been drafted in the form of a Senate bill, **S.1731.** If passed, this would guarantee loans which the railroads would obtain to buy cars and locomotives.

Shortages of this equipment are one of the most pressing problems on the railroads.

Penn Central Trustee Jervis Langdon, Jr., testified before a Senate committee in support of S.1731.

He estimated that freight-car shortages during 1971 will cause Penn Central to lose more than $35 million in revenue.

S.1731 would not provide government cash to the railroads. It would, instead, have the government guarantee loans which the railroads would obtain from private lenders for purchase of freight cars and locomotives.

Railroad people and shippers who favor such action can make their opinions count by writing to their Senators in favor of S.1731.

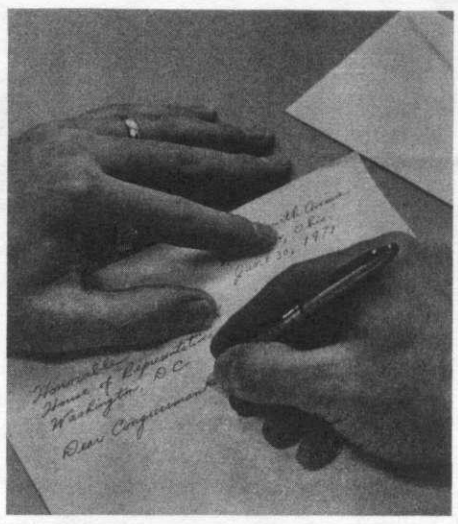
Other goals sought in the ASTRO program include:

- More freedom and flexibility in setting freight rates.
- Relief to the railroads from taxes on right-of-way, which other forms of transportation don't have to pay; and Federal reimbursement to the states and communities for this loss of taxes.
- A Transportation Fund, made up by user charges from all forms of transportation, including railroads; and from which railroads would be able to draw funds for right-of-way improvements.
- More Federal funds for research into railroad improvements, similar to what the government has been doing for other transportation research, such as aircraft development.

A committee of national Labor officials voiced agreement in principle when the ASTRO report was issued last year.

George E. Leighty, speaking for the Cooperating Railway Labor Organization, stated: **"We're glad to lend our support to the ASTRO recommendations, which we feel represent a giant stride toward solving many of the problems of mutual concern to both Labor and Management."**

Much of the ASTRO program does not involve any government spending. In the part that does, the outlay of government money is only a fraction of what is being spent for other forms of transportation.

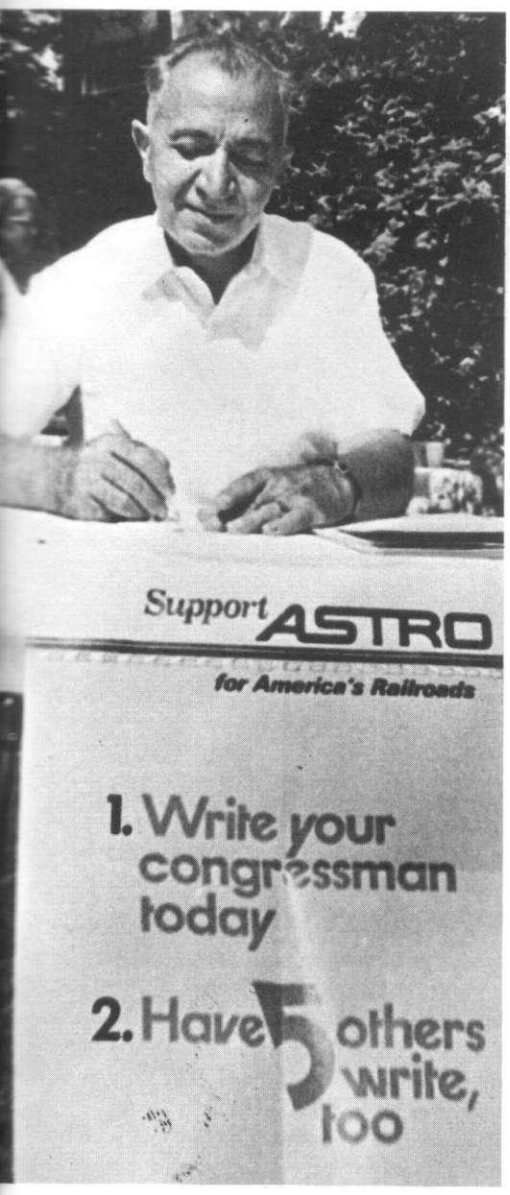


Federal and state governments have spent more than $300 billion on the highway system used by intercity trucks; more than $21 billion for airways and airports; and more than $14 billion on the waterways.

Trucks and airlines pay user charges, but not nearly enough to offset the costs. Barge lines pay no user charges at all.

These PC secretaries were hostesses at a recent ASTRO conference: Marion Baptiste, Car Accounting; Michelle Wilt, Safety; Barbara Janiszewski, Operations; Lena Todd and June Sylvester, Car Accounting.

ASTRO picnic at Cleveland



Picnickers and their former railroad jobs are: W. E. Herman, conductor; C. Kidgell, conductor; E. Campeau, UTU vice general chairman; M. F. LaPlaca, service bureau supervisor (also shown in photo at left); C. Tschappat, engineer; C. A. Rosensway, police captain.

It took place on William E. Herman's lawn.

Mr. Herman is a retired conductor who hates to lose connection with the people he worked with.

So, in July, 1970, he put out a call to all retired railroaders who had worked in the Cleveland area to join in a potluck picnic at his home.

The response was so heartwarming that he repeated the event this July.

More than 80 came to the Herman home in suburban Maple Heights—some from as far away as Michigan, Tennessee and Florida.

They talked about old times, old friends, old railroad stories.

And ASTRO.

"It's the program for helping the railroads get an equal break with their competitors," said Mr. Herman.

A member of the picnic committee, Charles Rosensway, retired railroad police captain, said: "We want to do whatever we can to encourage Congress to pass the laws the railroads have long needed."

And another committee member, Maurice F. LaPlaca, retired service bureau supervisor, added: "We're suggesting that our group—and all railroad retirees—write to their Senators and Congressmen and tell how they feel on this subject."

The picnic was a stimulating affair. All the picnickers contributed food—a covered main dish, a salad, or dessert.

Door prizes were donated by local merchants and Ernie Campeau, vice general chairman of the United Transportation Union.

There'll be another picnic in 1972. Retired railroaders, PRR or NYC, who worked in the Cleveland area are invited to contact William E. Herman, 14418 Maple Ave., Maple Heights, Ohio 44137.

ASTRO at Pittsburgh

John A. Zullinger started railroading as a trackman in 1926. He retired in 1967 as assistant superintendent of transportation in the Central Region.

But after 41 years' service, he couldn't shut off his interest in railroading just like that.

So since retirement he's been a volunteer public speaker, telling the railroad story throughout the Greater Pittsburgh.

He's also acting president of the local chapter of the American Association for Retired People 55 Years and Older.

Naturally he's gotten his fellow members interested in the ASTRO program. And recently 219 of them signed a resolution urging the Government to provide the kind of help ASTRO recommends to strengthen the railroads. The resolution was sent to U. S. Senator Hugh Scott, of Pennsylvania.

Mr. Zullinger sent copies to 28 other chapters of the retired people's organization, to enlist their concern.

And the Pittsburgh Division's Retired Veterans Association got 139 signatures on a resolution of its own.

"We retired railroaders know how important the railroads are to the Nation's economic health," Mr. Zullinger says.

"In taking up the cause of ASTRO, we're helping not only the railroad industry and railroad employes but all our fellow citizens."

PC PEOPLE

'UNSTUNG HEROES' AT YOUNGSTOWN, OHIO: From J. E. Moore, local chairman of Lodge 1724, United Transportation Union, comes this report:

"Conductor J. D. Scaggs was tired of being chased, stung and discombobulated by infuriated wasps, bees and yellow jackets. Noticing the aversion of these insects to a simple commercial compound known as mothballs, he experimented and found that they were effective in ousting the insects mentioned.

"Through the cooperation of Trainmaster W. H. Delventhal, Conductor Scaggs placed containers of mothballs in all the wayside phone boxes in the district.

"Many thanks to Trainmaster Delventhal and Jimmy Scaggs for doing something about a bad condition. And special thanks from the employes subjected each season to the stings of outrageous misfortune."

PATRIOTISM AT PHILADELPHIA, PA.: There's a long story behind this flag. It starts with John A. McGowan, a trackman, who left the Railroad in 1942 to enlist in the Army. He was in on the landings in North Africa, Italy and Omaha Beach in France, won the Bronze Star and Silver Star. He received three Purple Hearts for injuries that kept him in and out of hospitals through the postwar years, until his death in 1970. His family donated the casket flag to the Railroad—specifically to Powelton Avenue Yard, where cars are expertly serviced for the Philadelphia Commuter Area.

So here is the flag-raising. At far right is John McGowan's brother, Thomas G., general car foreman at Powelton Yard. He served on warships in World War II and the Korean conflict. At his left is another brother, Frank, a car inspector, who served with the Army in Europe and Alaska. And in the background is Frank, Jr., PC ticket clerk, who was a flying medic in Vietnam.

WORLD WAR I VETERANS AT NEW YORK: Commodore Vanderbilt Post No. 1158, American Legion, was chartered in 1936. It was made up of 287 employes of the New York Central, veterans of World War I. The roster of these old vets has gone down with time. But here are four who still sell poppies each year to support the Legion's welfare program: Philip Maietta, age 77, retired NYC car inspector; LeRoy C. Webster, 72, retired Railway Express Agency finance employe; Edward Shallenberg, 73, retired office manager, NYC Purchasing Department; and Charles F. Brandowitz, 76, retired NYC police lieutenant.

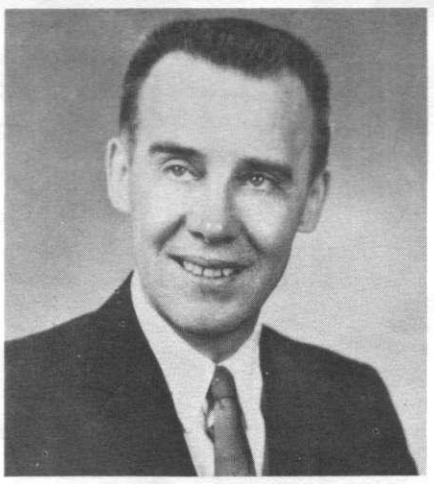
HONORS AT COLUMBUS, OHIO: Almost 500 persons gathered at a dinner recently to honor Dom Tiberi, office supervisor for the master mechanic at Columbus. The testimonial was held by the Agonis Club, a service organization, of which he is a former president. Mr. Tiberi started coaching youths in sports in the 1930's, became a high school coach during the war, participated in many civic activities while continuing on his railroad job. Shown with his wife at the dinner in this Citizen-Journal photo, Dom Tiberi was praised by Columbus Mayor M. E. Sensenbrenner as "always willing to help a friend or neighbor and remain in the background. Because of you, many persons have been able to walk on a higher level."

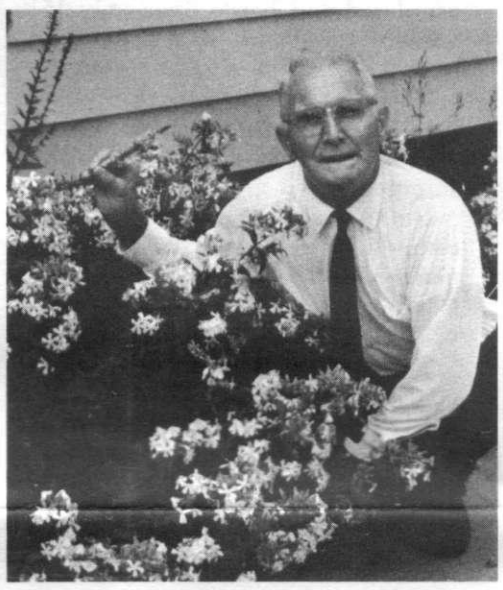
LIFESAVERS AT HIGHLAND, N.Y.: Penn Central people won praise for helping rescue 11 persons from the Hudson River.

When an outboard boat began sinking during a night ride near Highland, N.Y., a youth swam ashore, but found no one within earshot and no telephone. Fortunately he had a flashlight, and was able to flag down a Penn Central freight train.

Engineman Edward Burke and Conductor James Leary called the train dispatcher, who called PC police. They contacted local authorities, who rescued all 11 passengers on the boat before it sank in water 60 feet deep.

BEAUTY AT TOLEDO, O.: Mr. and Mrs. Russell Ladd give Penn Central employes and passengers at Penn Central station in Toledo a lot to look at. The spectacular garden in the rear of the Ladd's home faces the station and the tracks. As trains pull in and out of the station, passengers get a beautiful view. Mr. Ladd has had a little more time to work in his garden since he retired from Penn Central's Mail and Baggage Department in 1967. But he still visits the station every day, to make sure everything is running right. It's not that he doubts PC men's skill. Just wants to see for himself.





COMPOSER AT TRENTON, N.J.: Howard Brown, clerk at PC's Barracks Yard, recently wrote a patriotic song about the Revolutionary War, inspired by research into his family tree. The song has been adopted by the Browntown, N.J., school system for classroom use. (The town is named after his ancestors.) This is one of 140 songs Howard Brown has composed, mostly country and Western tunes. He's a poet, too, and has a published volume to his credit: "The Poet Comes in Gladness."

Bigger checks for retirees

A new law signed by President Nixon means a 10 percent boost in regular Railroad Retirement annuities. This does not apply to the Supplemental Annuity.

Below are typical questions of interest to retirees and employes approaching retirement age.

Q. Is the new increase retroactive?

A. Yes, retroactive to January 1, 1971. For the majority of persons on the Railroad Retirement rolls, the increase for the earlier months of the year will be included in their September checks.

Q. If a retired railroader is also receiving Social Security benefits, due to non-railroad employment, will he still receive the full 10 percent increase?

A. Yes. In previous years, Railroad Retirement increases were offset by increases in any Social Security benefits, but not this time.

Q. Why did some Railroad Retirement beneficiaries receive increases earlier this year?

A. These were mostly widows and surviving children. Their benefits were raised because the law guarantees that Railroad Retirement benefits be a minimum of 10 percent more than Social Security benefits based on the same earnings. And when Social Security benefits were raised early this year, these Railroad Retirement benefits were also increased, under this special "minimum provision."

The law also provides that the *maximum* annuity payable to the wife of a retired railroader is to be 10 percent more than the largest amount a wife would receive under Social Security. Consequently, as a result of the 1971 legislation, the maximum a railroad wife can receive is raised from $138 to $151.70 in 1971 and 1972; to $157 in 1973; and to $162.50 in 1974.

Q. Will the wives who received an increase earlier this year also receive the new 10 percent increase?

A. No. Some wives will get an increase of less than 10 percent. Those who were already raised to the new maximum will get no additional increase.

Q. Is the new 10 percent increase permanent?

A. The increases paid under the special minimum guarantee and the wife's maximum provision are permanent; but the increases under standard formulas provided in the 1970 and 1971 legislation are payable only till June 30, 1973.

Q. Is anything being done to make these increases permanent?

A. A special study commission, made up of representatives of Labor, Management and the public, is studying this and other financing problems and will make recommendations to Congress.

Q. Are Railroad Retirement taxes going up?

A. Yes. At present, the tax applies to a maximum of $650 of an employe's monthly earnings. The tax base will go up to $750 next January 1.

"That doesn't make sense!"

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

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3,000,000... 3,000,001...

Theodore Major, who has been making train announcements for 29 years, had a very special one this time:

"Good morning. This is a memorable day in the history of high-speed passenger service.

"This morning the National Railroad Passenger Corporation will honor the three millionth passenger to ride a Metroliner since the service started thirty months ago!"

Television and news cameras were on hand as the 3,000,000th passenger was escorted to the train at Pennsylvania Station, New York.

He was Richard Coniglio, a 25-year-old pharmacist of North Bergen, N.J.

With him was Passenger No. 3,000,001—his wife, Camilla.

They were awarded a one-week Florida vacation, all expenses paid, including train tickets for the Silver Meteor.

"This is unbelievable!" Mr. Coniglio exclaimed.

"It's like a dream," said his wife.

Joining the celebration were all the 300 passengers aboard the 8:30 A.M. Metroliner to Washington. Each enjoyed a continental breakfast "on the house."

Each male passenger received a carnation, each woman a rose. The flowers were distributed by three Metro-Misses, PC secretaries: Leslie Mogul, Public Affairs; Mary Jane Young, Sales & Marketing; Barbara Janiszewski, Operations.

During the 3-hour, 226-mile ride (fastest train schedule in the U.S.), Mr. Three Million was interviewed on the phone by two newspapers. The Metroliner provides two-way phone service to any place in the country, a convenience unmatched by any other train in the world.

At Washington, the Coniglios were greeted by Roger Lewis, president of the National Railroad Passenger Corporation (Amtrak), which took over the Nation's intercity service on May 1. Said Mr. Lewis:

"Three million passengers provide strong evidence that the public will support modern high-speed rail service.

"To earn that level of support nationwide, Amtrak must provide high performance standards throughout our system.

"We intend to do just that."

Mr. Lewis noted that Metroliner service was expanded by Amtrak from seven to nine round trips daily. Riders now total 35,000 a week.

A recent survey showed that about half the riders had switched from other modes of travel for the trip, and a majority of those said they planned to take the train on their next trip.

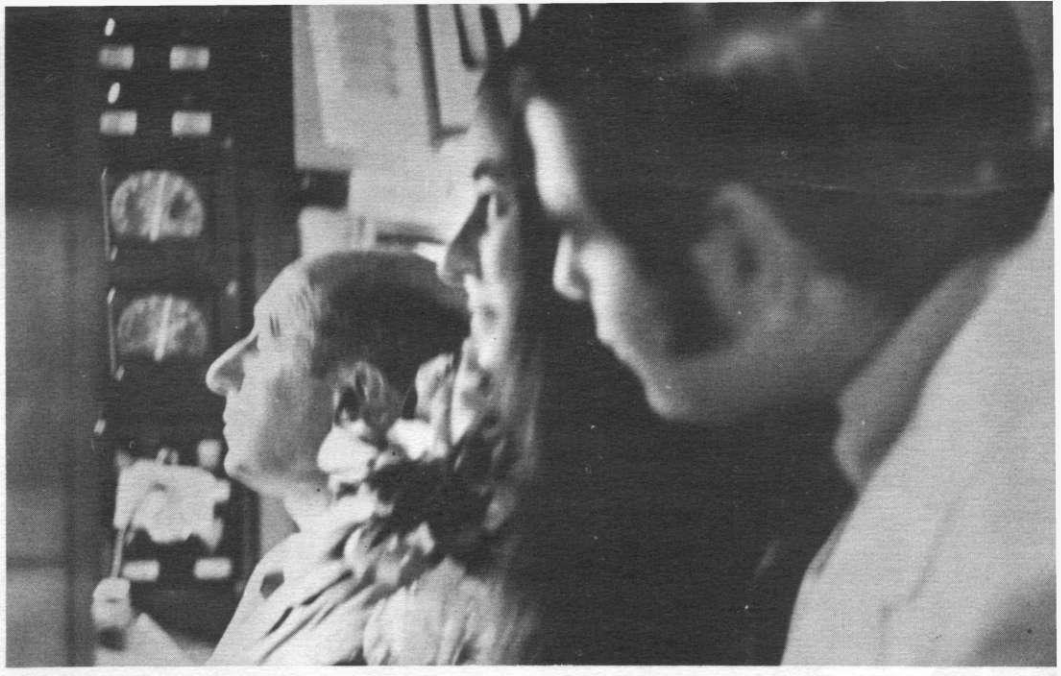
A trip by Metroliner is comparable to airline time, figured on a downtown-to-downtown basis. And the cost is 20 to 30 percent less, not including taxi costs to and from airports.

A special inducement to suburban Washington residents is the park-and-ride station at Lanham, Md.

Another park-and-ride station is now being completed at Woodbridge, N.J., near the intersection of the Garden State Parkway and the New Jersey Turnpike. It will serve North Jersey residents who now must go to Penn Station, New York, or Newark or Trenton, N.J., to board the train. There will be parking for 1000 cars.

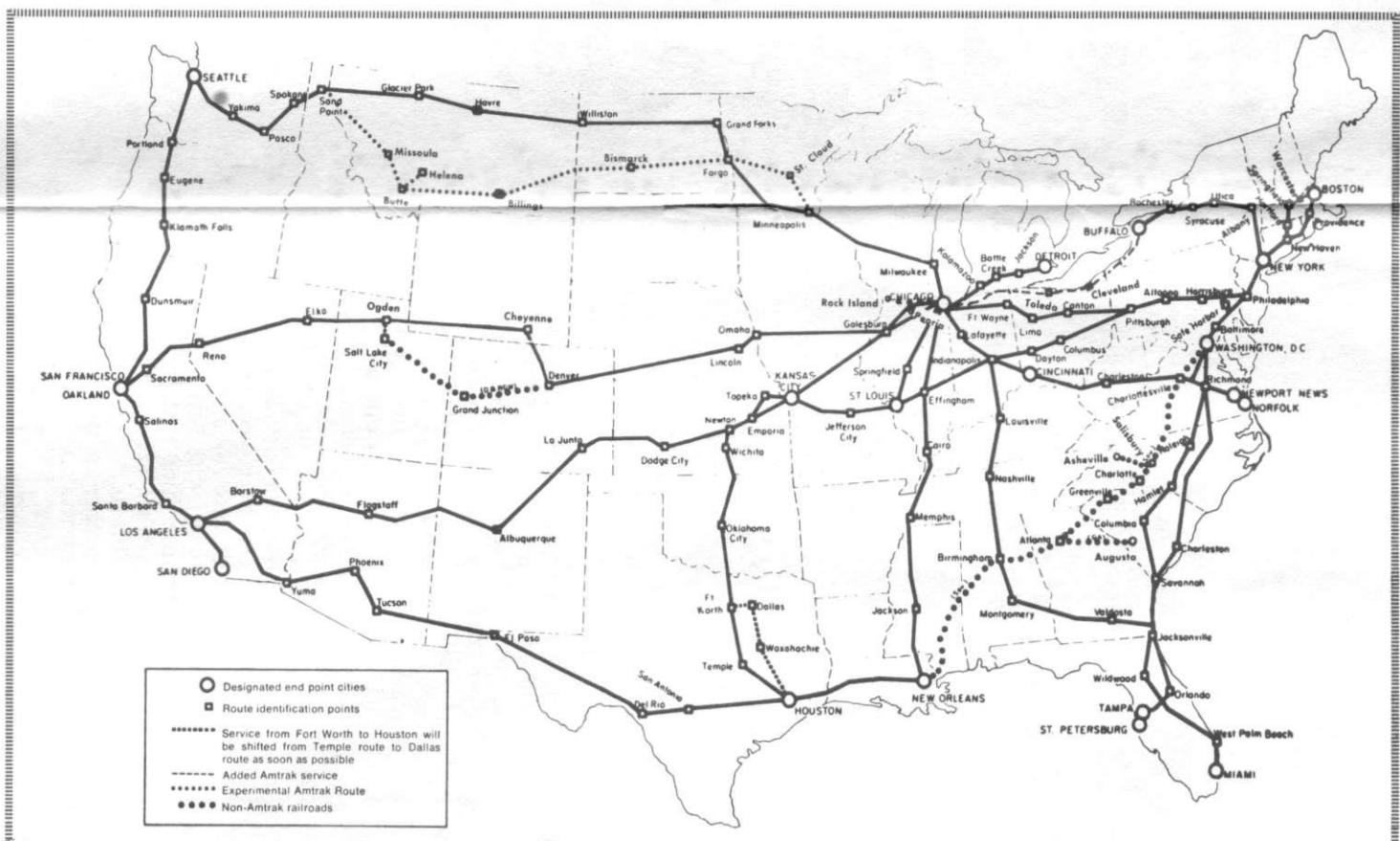
Call from a newspaper office brings Mr. Coniglio to train's phone for interview.

On the cover: Richard and Camilla Coniglio are greeted at Washington, D.C., by Melanie Beasley, Amtrak passenger representative, and Roger Lewis, Amtrak president.



The Coniglios watch Locomotive Engineer Ralph Gingrich rev her up to 100 miles per hour.

Posing for historic occasion are Metro-Misses Leslie Mogul and Barbara Janiszewski, Attendant M. Hodge, Supervisor of Service Joe Bellinger, Attendant I. Curtis, Trainman Harold Schreibman, Attendant S. A. Davis, Conductor W. C. Dwier, Trainman Richard Herbe.



Amtrak Improvements

The National Railroad Passenger Corporation started its nationwide Amtrak service on May 1.

It pledged a continuing program of adjusting the service to meet passenger needs.

Changes made since May 1 are included in the latest Amtrak timetable. Among them are:

Daily service between Chicago and New York via Toledo, Cleveland, Buffalo and Albany began on a provisional basis on May 10.

Daily through service for the first time in 10 years between Boston and New York via Worcester and Springfield began on a provisional basis on May 20.

An experimental three-times-a-week train now runs between Minneapolis and Spokane, with connecting service to Yellowstone Park.

Through service is provided between Chicago and Norfolk on Trains 303 and 304 over the routes of the former James Whitcomb Riley and George Washington trains.

Through service with no change of cars is provided from Chicago to Miami and St. Petersburg via Indianapolis and Louisville.

Schedules between Chicago and Detroit were revised to provide morning and afternoon departures from both cities.

Train 12 from Milwaukee to Chicago was rescheduled to connect with the Chicago-Cleveland-Buffalo train.

The eastbound Super Chief from Los Angeles is scheduled to arrive at Kansas City before the eastbound Spirit of St. Louis departs, enabling passengers from the West to make the connection.

Passengers from Norfolk on Train 303 are able to transfer at Indianapolis to Train 31 for travel to St. Louis and Kansas City.

Free taxi service for passengers and hand luggage is provided between Central Station and Union Station in Chicago, for transfer between long-haul trains.

Amtrak tickets (not including half-rates or other special rates) are acceptable on Greyhound and Continental Trailways busses serving Amtrak cities. However, bus tickets are not acceptable on Amtrak trains.

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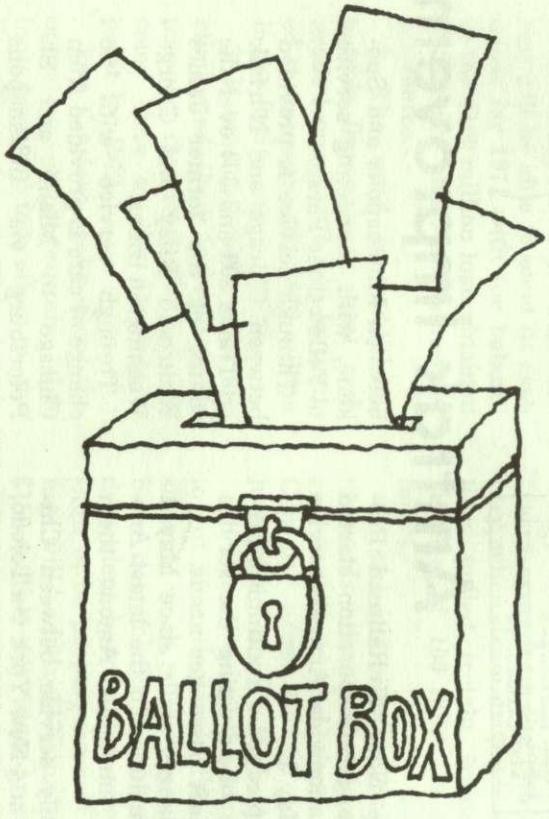
530 Votes of Confidence. Have you cast yours?



Companies select new locations for manufacturing facilities and expansions along Penn Central for solid practical reasons. Last year alone, 530 companies opened their doors on our lines.

Besides saving transportation time and shipping costs, they're confident Penn Central will provide the kind of service their industries demand today and in the future.

And it's only the beginning.

These new facilities represent an investment of $2.04 billion, to date. And that means plenty of new jobs.

Quaker State Oil counted on us to settle them in West Virginia with a new refinery. We located other industrial giants as well. Sears Roebuck. Ralston Purina. H. J. Heinz and General Motors.

Our area boasts over 300 industrial parks, with 70,000 acres still available. Penn Central owns more than 18,000 acres of prime ground, suited to your relocation or expansion needs. 51% of the nation's population, and 55% of its manufacturing capacity are included in our territory.

Our industrial development team can help you select the best site location. And assist you with every problem from zoning restrictions and taxes to labor supply. Get the full story.

Write or call V. J. Floyd, Director—Industrial Development, Penn Central Transportation Company, Room 1412, Six Penn Center, Phila., Pa. 19104 (215) 594-1465; or Otto Pongrace, Director—Industrial Development, Penn Central Transportation Company, Room 1604, 466 Lexington Ave., New York, N. Y. 10017 (212) 340-3477.

PENN CENTRAL TRANSPORTATION COMPANY

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This ad is appearing in trade publications read by America's freight shippers.