

PENN CENTRAL



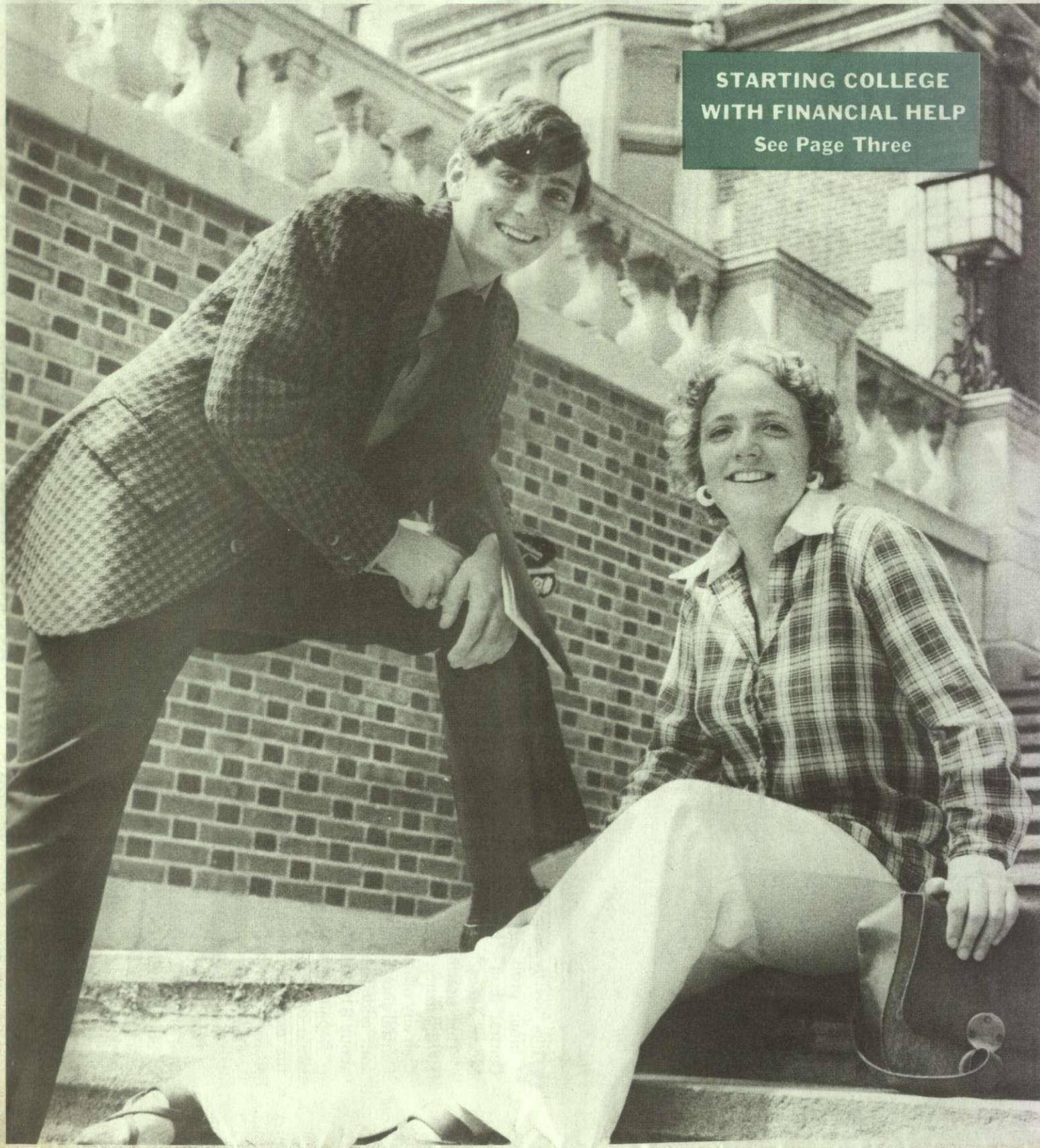
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NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

SEPTEMBER 1973

**STARTING COLLEGE
WITH FINANCIAL HELP**

See Page Three



Got to protect those STEAKS!



There's a recent story about a suburbanite preparing a barbecue on his lawn.

He turned his back — and three intruders ran off with his steaks.

Meat's sure big in the news.

For Charlie Klous, it's been big for several years.

He's Penn Central's specialist in protecting meat shipments from loss and damage.

"Penn Central, which moved some 35,000 trailer-loads of fresh meat last year, is the country's largest transporter of this high-value commodity," he says.

"And I am happy to report that our people have made substantial improvements in the handling of meat shipments."

Mr. Klous, assistant manager of damage analysis and inspection services, recently addressed the International Conference on Handling Perishable Commodities, at Purdue University.

He reported that during 1972, freight claims for fresh meats transported by Penn Central were reduced by 39 percent (at a time when meat shipments declined 14 percent because of market conditions).

PC's 1972 payout in claims for meat was almost \$1½ million below the 1971 figure.

"But more important is the gain in customer satisfaction — the increased confidence of shippers and receivers in our service," Mr. Klous said.

The intensive improvement program began more than three years ago at Chicago, where more than 90 percent of Penn Central's meat shipments are received in refrigerated trailers.

Improved operating methods were put into effect to expedite inspection and servicing of trailers. When Penn Central enlarged its TrailVan terminal at Englewood, Chicago, two tracks were provided especially for meat trailers arriving on flatcars from western railroads. Improved lighting and an access road made it easier for servicing crews to give efficient attention to the busy meat



Needle thermometer enables Charlie Klous to verify safe temperature for the meat.

traffic.

The improvement program then moved to the Eastern destination terminals.

The terminal at North Bergen, N.J., serving the New York area, was heavily congested during the weekends, when most of the fresh meat and produce arrived for the Monday morning markets.

"I've been to North Bergen when there were upwards of 400 loaded refrigerated trailers in the yard, another 120 to 130 waiting to be taken off a train, and with still another train due," Charlie Klous said.

PC's Operating, Sales & Marketing, and TrailVan departments reached a joint decision to establish a new terminal for perishables a few miles away at Weehawken, N.J., on the Hudson River directly across from Manhattan.

"This perishables-only terminal was — and still is — unique in American railroading," Charlie Klous points out.

At Weehawken, the Pennsylvania Truck Lines, a PC affiliate, has set up around-the-clock inspection procedures. Every loaded trailer is checked at least twice a day to make sure the temperatures remain at a safe level (approximately 34 degrees).

"We have men patrolling the yard on the lookout for units that might be acting up," Mr. Klous says. "They use two trucks stocked with most of the parts and tools they may require for repairs.

"We have two large tank trailers to add fuel to any refrigeration

unit that runs low.

"If a trailer's refrigeration unit goes dead and can't be promptly repaired, our men bring in one of our two standby units, mounted on four-wheel trailers. The standby unit is backed against the open rear door of the meat trailer and pumps in cold air.

"These machines are one of the best investments we ever made. Every time one of them is used, it pays for itself by preventing, or at least minimizing, deterioration of these high-value shipments."

Turning to Beacon Park Yard, which serves Boston and Eastern New England, Penn Central and Pennsylvania Truck Lines added two full-time mechanics and a full-time clerk who do nothing but work on refrigerated trailers. A standby refrigeration unit has also been put in service.

"While concentrating on Englewood, Weehawken and Beacon Park, our major locations for meat traffic," Charlie Klous says, "we have not forgotten Philadelphia, Pittsburgh, Buffalo, Albany, Springfield, Worcester, or any of a dozen or more terminals that also handle meat shipments.

"One improvement that involves all terminals is our rapid-notification system, dealing with trailers that have had mechanical trouble. Each day, our terminals phone this information into the Intermodal Department at Philadelphia. Intermodal promptly relays the information to the originating western railroad or trailer owner.

"So by the time the empty trailer is returned to our Chicago terminal, the people involved have had one or even two days' advance notice to catch that bad-order trailer and make repairs before it's used for another load."

Mr. Klous told his Purdue University audience that Penn Central is experimenting with new types of refrigeration systems and the loading of meat with synthetic straps instead of the traditional meat hook. Meanwhile, the improvements already made are policed to insure against backsliding.

Mr. Klous concluded: "Since our company entered reorganization, many people have looked on Penn Central as a floundering giant wandering aimlessly.

"The success I've described is only one example that this just isn't so. And I fully expect to see further improvements in our handling of perishables and in our protective service overall."



Incoming trailer-load of meat is driven off flatcar at Weehawken by Dan Cardon.



J.R. Castner replaces fan belt on trailer waiting for pickup at Weehawken Yard.



If trailer refrigeration unit goes dead M.D. Harrison hooks up a standby unit.

Charlie Klous on a hillside above Penn Central's perishables-only terminal at Weehawken, N.J. Across the river is Manhattan, destination of the major part of the shipments.



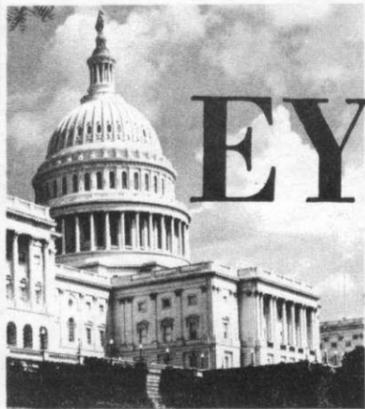
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EYES ON WASHINGTON

This month — September, 1973 — is a decisive time for Penn Central.

This is when members of Congress, returning from the August recess, resume consideration of proposed solutions for the Northeast railroad crisis.

At the same time the Interstate Commerce Commission, upon completion of hearings, is to prepare its recommendations for reorganization of the Penn Central.

All this is taking place with an October 1 deadline in mind.

The Trustees' plan of reorganization, presented to Federal Judge John P. Fullam in July, specified that unless government financial assistance is made available by October 1, 1973, Penn Central would have to shut down its freight and passenger operations on a gradual schedule beginning October 31.

The Trustees made clear 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.

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.

In hearings before the Interstate Commerce Commission during August, testimony was given on the PC Trustees' plan as well as alternative plans submitted by the Trustee for the New Haven Railroad and by counsel for Penn Central Company, the parent company of Penn Central Transportation Company.

Jervis Langdon, Jr., one of the Trustees of Penn Central Transportation Company, reviewed the impediments that have prevented the railroad from regaining financial stability:

1. Inability to get prompt elimination of money-losing branches.

Mr. Langdon pointed out that of Penn Central's 20,000 miles of line, the Trustees have approved discontinuance of 4,500 miles. The Federal Court has authorized Penn Central to file abandonment applications for more than 3,950 miles. And such applications have already been filed with the Interstate Commerce Commission for approximately 3,750 miles.

Thus far, the ICC has approved slightly over 1,400 miles.

"These facts clearly indicate that a timely streamlining of the plant to reach a basic 'profit center' of the Penn Central system cannot be achieved through conventional abandonment procedures," Mr. Langdon said.

2. Inability to obtain full compensation for money-losing passenger services.

Satisfactory financial arrangements have been made with the States of New York and Connecticut for commuter services funneling in and out of Grand Central Station. But no satisfactory agreements which provide full compensation have been reached for commuter services in the Philadelphia and New York-New Jersey commuter services. And the question of fair compensation to Penn Central for Amtrak inter-city service is still unsettled and is now under consideration by the ICC.

A PC report last year stated that commuter service caused a \$54.7 million loss to Penn Central, and Amtrak service caused a loss of \$32.5 million.

3. Inability to reduce operating costs by reduction in the size of train crews.

The Trustees sought necessary reductions in costs by changing the basic road and yard crew from a conductor and two brakemen to a conductor and one brakeman, with due consideration for safety and workload of the remaining crewmen. There would be attrition protection for the employees involved. However, negotiations over the past two years have not achieved a settlement of this issue.

4. Inability to obtain sufficient increases in business volume and revenue.

Penn Central has had modest increases in freight traffic, but the railroad's drive to boost business has been severely hampered by the lack

of funds to upgrade track and equipment.

Mr. Langdon pointed out that the most fertile field for traffic growth for Penn Central is in the manufactured and processed goods which move in huge volumes over the interstate highways.

Penn Central piggyback service has been able to attract a portion of this traffic, but in order to attract a much larger share, the railroad must be able to provide service that is fully competitive with truck service in schedules and dependability.

To achieve this, the railroad must intensify its track maintenance, upgrade its rolling stock, and make basic expenditures for service improvements and traffic development, such as by improved yards, new or modified TrailVan and Flexi-Flo terminals, centralized traffic control, hotbox detectors and other measures.

The Trustees have estimated that \$600 million to \$800 million in government aid would be needed to achieve these aims.

If these physical improvements can be made, with resulting improvements in service, Mr. Langdon said, "the necessary increases in business volume should be within reach."

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

The ICC has stated that it would have at least an interim report ready by that date.

Incident in the Station

Before Bobby C. Freeman joined the Railroad, he spent four years in the Air Force as a flight mechanic. Among the things he learned, and learned well, was first aid.

That was more than ten years ago. But his recollection came back with a rush when a customer collapsed in the passenger station at Wilmington, Del., where Bobby Freeman works as a ticket clerk.

Mr. Freeman reached over the counter and caught the man before he fell. Another passenger, who happened to be a male nurse, rushed over, and the two carried the unconscious man to a bench.

Mr. Freeman couldn't detect any pulse. He immediately started external heart massage. The male nurse helped.

"The people around us thought he was a goner, but the Air Force taught us not to give up," Bobby Freeman says.

He had the man's heart beating again by the time an ambulance arrived.

The sick man, Dr. Joseph F. Jastak, a psychologist, fully recovered.

Bobby Freeman visited him



Ticket Clerk Bobby Freeman demonstrates heart massage. Extra Clerk Thomas Nasko poses as the patient.

while he was convalescing.

The man grasped his hand. "You saved my life," he said.

Said Bobby Freeman: "They sure give you a good first aid course in the Air Force."



Here's a good synonym for safety

The people on PC's Cleveland Division don't talk about a safety program.

They call it a Self-Preservation Program.

What it means is that strict compliance with the Safety Rules protects one's own skin, as well as the next fellow's.

Pledge cards have been distributed all over the Division, bearing these words: "I will try to the best of my ability to observe all the Safety Rules."

Each employee, after signing the pledge, receives a button reading: "Member, PC Self-Preservation Program." The pledge card is sent to Division headquarters.

Once each month, the cards are shaken in a large carton and one is drawn out at random. Whoever signed that card re-

ceives a U.S. Bond. However, to be eligible, the employee must not have had an accident during the preceding month.

A recent winner is shown in the photo above — Engineman George W. Schley receiving a Bond from Trainmaster A.G. Hopkins at Erie, Pa.

Did he have an injury-free month? Listen: Engineman Schley hasn't had an injury on the job in all his 31 years on the railroad.

A psychological boost to the Cleveland Division men was the presentation, earlier this year, of the Million-Man-Hour Award.

The certificate stated that all departments of the Division worked more than 1,000,000 man-hours, during the period January 28 to March 31, without a reportable injury.

33 More Scholarships Are Awarded

College scholarships were awarded recently to 24 sons and 9 daughters of PC employees.

The scholarship funds are administered by Penn Central Transportation Company, but the money comes from two separate trust funds and not from the railroad.

Eleven of this year's awards were Frank Thomson Scholarships, which were established in 1907 by the family of Mr. Thomson, the Pennsylvania Railroad's President from 1897 to 1899. These scholarships are offered to sons of active, retired or deceased employees, for studies leading to an engineering degree.

The other scholarships came from a fund originally set up by the Women's Aid of the Pennsylvania Railroad. These scholarships are

offered to sons and daughters of active, retired or deceased employees, 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).

Students who wish to apply for scholarships for the college year beginning September, 1974, should write now to Vice President John J. Maher, Penn Central Transportation Company, Room 1234, Six Penn Center Plaza, Phila., Pa.

19104.

Applicants must take the Scholastic Aptitude Test on November 3, December 1, or February 2.

Applicants for Frank Thomson Scholarships must also take Achievement Tests on December 1 or January 12 in the following subjects: English, Mathematics Level 1, and either Physics or Chemistry.

With the addition of the new scholarship winners, a total of 121 PC sons and daughters will be attending college this year with the aid of scholarship funds administered by the railroad.

ON THE COVER:

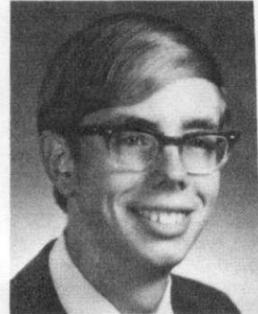
In a campus setting, Linda Pratt and Mike DiDaniels represent the brainy PC sons and daughters who were awarded scholarships for the coming year.



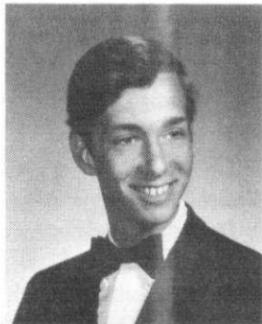
Kathleen, daughter of R.J. Armitage, yard conductor at DeWitt, New York.



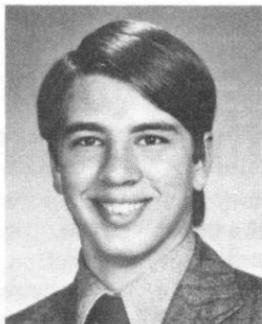
Eileen Bannan, daughter of the late G.H. Bannan, machinist, Harrisburg, Pa.



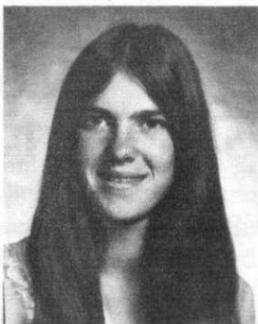
Steven R. Brusso, the son of R.L. Brusso, machinist at East Syracuse, N.Y.



Mark Carey, Jr., son of supervisor, ticket sales and service, New York City.



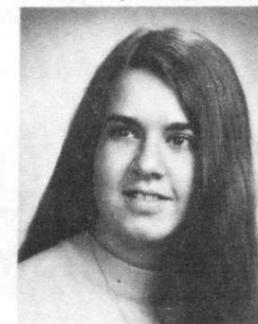
Michael D. Centron, son of M.J. Centron, engineer, Rochester, N.Y.



Patricia Coogan, daughter of J.W. Coogan, a retired train dispatcher, NE Reg.



Kevin Coons, son of B.A. Coons, supervisor-method & procedures, N.Y.



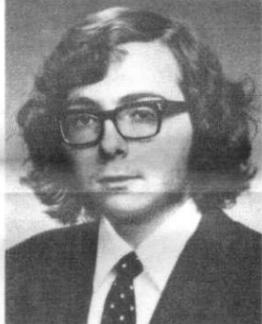
Paula Cooney, daughter of the late P.C. Cooney, machinist at Altoona.



Michael P. DiDaniels, son of G.L., customer account auditor at Philadelphia.



Brian J. Duffy, the son of D.J. Duffy, a locomotive engineer at Philadelphia.



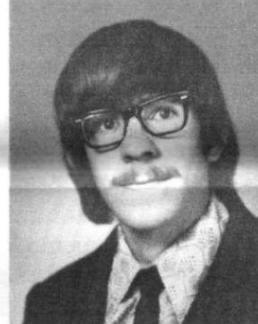
David A. Dyck, the son of W.J. Dyck, a yard conductor at Buffalo, N.Y.



Thomas P. Farkas, son of W.J. Farkas, supervisor locomotives - cabooses.



Boris Feldman, son of Mendel Feldman, equipment operator at Elkhart.



Bruce C. Gayliard, son of V.C. Gayliard, secretary in Operating Dept., Phila.



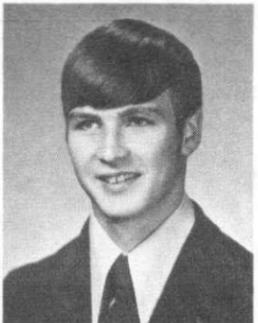
Carl J. Haslett, the son of T.E. Haslett, electrician at Hollidaysburg, Penna.



Dawn C. Langton, daughter of W.F., supervisor-ticket sales & service, N.Y.



Richard A. Nixon, the son of R.A. Nixon, trackman, Vandergrift, Penna.



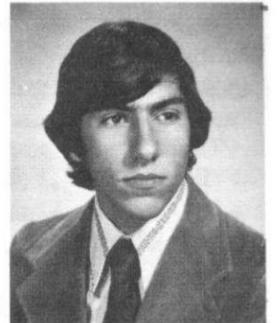
Stanley J. Pisarski, son of S.A. Pisarski, foreman-track patrol, Cresson, Pa.



Daniel F. Ploscyca, son of A.J. Ploscyca, a car repairman, Buffalo, New York.



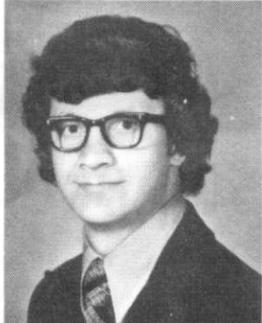
Linda L. Pratt, daughter of L.A. Pratt, foreman of C&S at New Brunswick.



Frank L. Priolo, son of F.J. Priolo, electrician, North White Plains, N.Y.



James M. Ryan, son of J.L. Ryan, superintendent of stations at Philadelphia.



William P. Schriener, son of E.P. Schriener, relief foreman at Toledo, Ohio.



Francis W. Seymore, son of F.G. Seymore, a clerk at Pitcairn, Central Reg.



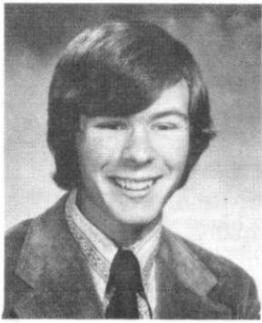
Rosanne Smedinghoff, the daughter of G.W., station agent, Greenville, O.



John J. Sousa, the son of John Sousa, signal helper, Providence, Rhode Island.



Helene Sullas, daughter of G.W. Sullas, general car foreman at Boston, Mass.



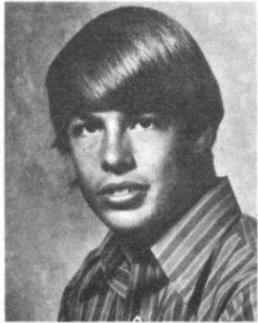
William R. Tice, the son of S.M. Tice, an agent at Wallingford, Connecticut.



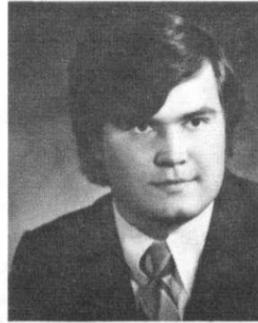
Pierre L. Triozzi, son of G.E. Triozzi, freight rate clerk at Ashtabula, Ohio.



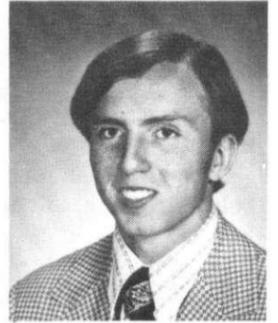
Judith Ullstrom, daughter of the late R.W. Ullstrom, yardmaster, Weirton, W.V.



Mark E. Warfel, son of the late E.E. Warfel, passenger conductor, Pittsburgh.



Andrew Warholak, Jr., the son of Andrew Warholak, a millwright at Scully, Pa.



John S. Winchell, son of J.C. Winchell, locomotive engineer at New York.

PC SPOTLIGHT



New autos ride PC in record numbers

They come in a gleaming parade down the Penn Central tracks—the newest products of General Motors, Ford, Chrysler, American Motors, International Harvester, Jeep, foreign manufacturers. . .

During the first half of this year, Penn Central carried 1,233,000 new autos and trucks from manufacturer to market — a 30 percent increase over the first half of 1972.

"Indications are that 1973 may turn out to be our biggest year ever for this type of traffic," said W.E. Alexander, assistant vice president-automotive.

To help handle the increase, Penn Central recently expanded its automobile terminals at York, Pa., and Westboro, Mass., and constructed an entirely new terminal at Earnest, Pa.

There already was a PC terminal at Earnest for Ford, American

Motors and Jeep vehicles.

"But the volume outgrew the terminal's capacity," said J.H. Sharp, assistant vice president-yards and terminals.

So the railroad built another terminal less than a mile away. Located on a six-acre tract, the terminal has two unloading tracks and ground space for 700 automobiles. It is already receiving shipments from American Motors plants at Bain, Wisconsin, and Brampton, Ontario, and shipments from the Jeep Corporation at Toledo, Ohio.

Arriving at the terminal in multi-level rail cars, the new vehicles are transferred to haulaway trucks for delivery to auto dealers serving the Philadelphia area, South Jersey, Delaware and Maryland.

The other terminal at Earnest continues as the receiving point for Ford Motor Company vehicles.

Coming: new cars and locomotives

Penn Central has completed arrangements to obtain 60 new diesel locomotives to maintain present standards of service and provide for efficient handling of increased business anticipated later this year.

The diesels will be leased — the only method presently available to the railroad for obtaining equipment.

General Electric Credit Corporation will lease 27 locomotives to the railroad for a 15-year term, with options for two five-year extensions and an option to purchase at the end of the initial term or a renewal term.

Electro-Motive Leasing Corporation will provide 33 locomotives under generally similar arrangements.

These transactions, and the ones below, require the approval of the Federal Court in charge of the Penn Central reorganization.

Delivery of 577 new freight cars is expected to begin in the last

quarter of this year. North American Car Corporation will lease the cars to the railroad.

In the group are 300 covered hopper cars of 100-ton capacity, with interior lining and gravity-flow discharge for grain service.

The other 277 cars will be 100-ton, special-equipped boxcars for auto parts. The cars will have cushion underframes, interior load-securing devices, and double doors for easy loading and unloading.

The cars will produce an estimated \$7.8 million in annual revenues.

The Trustees have asked the Court's approval to obtain 225 new multi-level auto racks at a cost of \$1,672,939 to produce \$2,958,000 in new revenues annually.

The racks will be mounted on oversized flatcars to transport new autos and vans.

The racks would be obtained under conditional sales agreements, proposed to be financed by Philadelphia National Bank.

Government grants loan for 'Agnes' damage costs

Operation of Penn Central services at least through October 31 was assured last month when the Trustees received \$16.4 million cash as a loan from the Federal Railroad Administration to reimburse the railroad for expenditures previously made to repair damage caused by Tropical Storm Agnes last summer.

"These funds relieve temporarily the cash situation of the railroad, since the money will be available for current ordinary operating expenses under authorization of the Re-

organization Court," the Trustees said.

The total amount of the loan is \$17,645,542. It was obtained under the Emergency Rail Facilities Restoration Act which was passed by Congress last year and for which funds were appropriated in June.

The \$16.4 million made available repays the railroad for funds spent on repairs up to August 31, 1973. The balance of the loan will be drawn as restoration work is completed.

More commuter cars for North Jersey service

Penn Central's North Jersey suburban service has been given a boost by the delivery of 16 locomotive-propelled passenger cars from the Bureau of Commuter Services of the New Jersey Department of Transportation.

This reconditioned equipment will permit the release of eight self-propelled Jersey Arrow cars which will provide additional rush-hour seating on other trains.

The reconditioned cars have al-

ready entered service as the 7:40 A.M. express between Princeton Junction, N.J., and New York, carrying about 1100 passengers each working day.

Some of the released Jersey Arrows are being used in the 6:49 A.M. commuter train between Trenton, N.J., and New York. This train, operating at speeds up to 100 mph, carries nearly 1000 passengers daily, making the 58-mile trip, including station stops, in 55 minutes.



A \$1,500,000 Push

The two men above don't normally have the assignment of closing the doors of boxcars. They just wanted to give a symbolic send-off to a record shipment on the Penn Central.

Shown giving a vigorous push at Moraine, Ohio, are two officials of the Frigidaire Division, General Motors Corporation: W. J. Dalton, Director of Sales and Distribution, and Harold Campbell, Vice President and General Manager.

The rail movement consisted

of 62 carloads—the biggest Frigidaire shipment of major home appliances to the North Central States area.

Total retail value of the shipment exceeded \$1,500,000.

Penn Central crews hauled the cars from the Frigidaire plant at Moraine, near Dayton, Ohio, to Chicago. The Burlington Northern delivered them to warehouses of Frigidaire's new distributor, Reinhard Distributing Company, at Minneapolis, Minn., and Fargo, North Dakota.



Telling youngsters how to be smart

Standing before an assembly of school children, PC Police Lieutenant Harold A. Rose told it in their language:

"If you walk across tracks because it's a short-cut, it may be the last short-cut you'll ever take."

"You may think you can outrace a train, but you can't. It just goes too fast for you."

"One boy climbed a power pole to look at a bird's nest. He lost both legs and an arm."

Lieutenant Rose's talk at Public School 22 in Yonkers, N.Y., was backed up by a safety film, a question-and-answer session and distribution of railroad pamphlets plugging the safety theme.

This was one of a series of programs put on at schools across the New York Metropolitan area during the spring.

The campaign is a joint activity of the police and safety departments of PC's Metropolitan Region, which

operates commuter service on the Hudson, Harlem and New Haven lines, branching out of Grand Central Terminal, New York.

"We're interested not only in protecting our property and passengers from thoughtless acts of vandalism, but also in preventing injury to those youngsters who consider the railroad as a playground or a convenient short-cut," said Robert K. Pattison, general manager of the Metropolitan Region.

Donald M. Gibson, superintendent of police, pointed out that wherever the safety program has been presented, there has been a noticeable drop in youthful trespassing and mischief on the railroad.

Whenever possible, the safety message is dramatized by the "Eye in the Sky" police helicopter. It may circle the school to announce by loudspeaker that the railroad representatives are coming; or may be used after the presentation to

At left Penn Central Police Lieutenant Harold Rose tells pupils why they ought to stay away from the tracks. Then . . . a final reminder from the helicopter.

give a farewell safety reminder.

The helicopter patrol, financed with government funds through New York's Metropolitan Transportation Authority, provides surveillance of commuter lines by PC police officers who are in constant radio contact with railroad police cars.

Safety Supervisor John J. Botti, who conducts some of the assembly programs, said:

"The kids respond enthusiastically, but we need the cooperation of more schools and the help of parents, civic organizations and the courts in our educational and disciplinary efforts.

"All railroad people can also help in this child-saving program by stirring interest through PTA's and other organizations, or by talking directly to children of their neighborhoods."

Acts of vandalism seem to peak at certain periods, according to Lieutenant Rose.

"The worst is after school during the evening commuter rush," he says.

"Seasonally, the youngsters seem to develop a particular fascination for the railroad prior to the summer



vacation and just after returning to school in September."

Lieutenant Rose also noted an age factor.

"Our problem seems to be most prevalent among boys between eight and fourteen," he said.

"The thing that saves us," he added, with a smile, "is that the boys grow up and learn about girls."

COMMENT

Ronald J. Robling, a freight brakeman at Petersburg, Ind., recently wrote to President William H. Moore:

"Myself and many other employees would do anything necessary to help with the financial situation of the Penn Central."

He suggested that a plan be set up enabling employees to buy company stock through payroll deductions — "voluntary or compulsory, if necessary."

"This plan would definitely boost the morale and encourage the employees to put forth more effort, as they would have an interest in the company," Brakeman Robling wrote. "The opposition to this plan would be almost none, as most employees would like to save their jobs. . ."

"Myself and the other employees at Petersburg, Indiana, certainly thank you, the Trustees, and Judge Fullam for your tireless efforts to revive the Penn Central."

In reply, President Moore wrote: "Occasionally, since the beginning of our reorganization, individual employees have suggested a stock purchase plan or some other method by which funds could be raised and employees could acquire a tangible stake in their railroad.

"Like yours, their suggestions usually have indicated that they know

how important a healthy railroad is to them."

Unfortunately, because of the legal and financial conditions confronting a railroad in reorganization under the Bankruptcy Act, Mr. Moore said, a payroll deduction plan for purchase of company stock would not be practicable at the present time.

"We will continue to look for ways for employees to obtain a definite stake in their railroad's success," Mr. Moore wrote.

"In the meantime, the best assistance you and your fellow employees can give is to continue doing your own jobs efficiently."

William Soendlin, a PC man at Greensburg, Ind., sent a letter urging that shippers and railroad employees write to Congress in favor of railroad legislation "vital to employees, shippers and the economy."

"I have already written to Congressmen on this matter," he said. "Recent indications look improved and I believe a bill will be able to make it through both Houses, but a strong letter campaign to President Nixon to support and sign a bill is needed."

Hybert M. Hill, special accountant on the Peoria & Eastern Railway, sent

his "compliments for a superb job of reporting about the PC Rail-Bridge."

"It was something I was completely unaware of," he wrote, "and I was happy to have read about it first in the Post."

William J. Gandolfo, who retired in 1965 as a Penn Central off-line sales representative at Birmingham, Ala., wrote to commend a recent article about PC sales activities in the Southeastern States.

"Having traveled the South Alabama-Northwest Florida territory for better than 26 years," he wrote, "it brought back a lot of pleasant memories to read about the people I called on and the fact they are still shipping via the PRR (under a new name.)"

"Articles like that make a guy sort of 'homesick.'"

Pete R. Snyder, of South Zanesville, Ohio, sent a \$2 check to renew his paid subscription to the Penn Central Post.

"This is my 4th year of reading it and I have enjoyed every issue," he wrote. "Though being a great fan of PC, I can't seem to get on the railroad as an employee.

"Good luck with the reorganization of your fine railroad."

Publisher's Shock

Frank Richter, publisher of *Progressive Railroading*, had a sudden shock as he walked through Penn Station, New York.

His overnight bag was gone.

"You can imagine what a sinking feeling I had," he wrote later, "because in it were several of the major feature articles I had been working on for our September issue.

"I dashed over to the Lost and Found, but nothing had yet been turned in. So then I dashed back to where I thought the bag might be.

"There I found one of your 'finest' standing protectively over my bag. He smiled and said there was a fellow walking away with the bag, but he didn't look like the kind of person who belonged to the bag — and he wasn't.

"You can imagine my relief.

"The man who saved my bag was Patrolman Robert Carle (photo below). The spirit he showed certainly was commendable."



Recent Appointments

SYSTEM OFFICES

Finance & Accounting

Brugar, L.C. Sr. Collection Manager
Gallagher, W.J. Receivables Manager-Settlements
Herman, E.C. Manager-Data Systems Audits
Riskie, E.C. System Credit Manager
Schaeffer, R.W. Collection Manager
Schilling, R.J. Area Credit Manager
Wyman, R. Receivable Manager-Rents

Sales & Marketing

Horrocks, J.W. Asst. Director-International Sales
Krantz, A.R. Market Planning Analyst
Laufer, C.T. Asst. Coal Sales Manager, Pittsburgh, Pa.
Lindberg, R.S. Coal Sales Manager, Chicago, Ill.
Milholland, T.E. Manager-Equipment Coordination-Sales
Murphy, G.L. Asst. Manager-Equipment Coordination
Nydegger, J.A. Asst. Manager-Market Development-Automotive
Oertel, S.E. Sr. Equipment Planning Analyst
Parrey, T.L. Manager-Intermodal Sales

Vice President-Staff

Bogdash, M.J. Associate Shift Supervisor
Carey, W.L. Transportation Research Analyst
Cherry, S.J. Asst. Manager-Transportation Research
Dawson, E.B. Sr. Network Monitor
Fileshifter, J.W. Manager-Data Center, N.Y.
Kelly, T.J. Associate Shift Supervisor
Mack, C.A. Associate Shift Supervisor
McCall, D. Sr. TABS Scheduler
McCue, W.J. Sr. TABS Scheduler
Phillips, W.R. Planning Analyst

Legal & Claim

Stanley, W.A. Asst. District Claim Agent, Newark, N.J.
Slade, E.R. Asst. District Claim Agent, New Haven, Ct.

Real Estate

Threlkeld, R.D. Supervisor-Real Estate, Cincinnati, O.

Transportation

Finnegan, D.P. Supervisor-Demurrage Litigation
Manning, L.E. Supervisor-Freight Car Utilization
Mason, O.L. Office Supervisor-Demurrage
Taggart, R.C. Supervisor-Demurrage

Yards & Terminals

Stewart, G.W. Supervisor-Flexi-Flo Terminal,

Charleston, W. Va.

Engineering

Hofbauer, J.N. Asst. Circuit Engineer-C&S
Mainquist, P.A. Staff Engineer
Walker, S.C. Sr. Civil Engineer

Equipment

Campbell, R.E. Asst. Manager-Special Equipped Cars
Hirst, D.L. Asst. Supervisor-Inspection
Lehman, W.T. Supervisor-Freight Car Maintenance-Standards
Poff, B.D. Asst. Manager-Freight Car Maintenance
Wisniewski, R.J. Supervisor-Inspection

Operating Administration

Crowl, S.A. Safety Superintendent, Detroit, Mich.
Galida, D.M. Sr. Industrial Engineer, Chicago
Hill, J.L. Industrial Engineer, Chicago
Mitchell, M.C. Safety Superintendent

Passenger Operation

Douglas, R.M. Manager-Passenger Train Schedules & Consists
Gaskill, J.D. Manager-Passenger Train Movement
Hoagland, A.E. Manager-Passenger Train Movement
Langer, R.F. Manager-Passenger Train Records
West, B.F. Passenger Agent, Baltimore, Md.
Wright, L.L. Manager-Passenger Locomotive Control

Philadelphia Commuter Area

Sharp, G.L. Asst. Superintendent

Security

Donnelly, G.F. Captain-Police, Weehawken, N.J.
Steele, R.J. Captain-Police, N.Y.

METROPOLITAN REGION

Benish, R.A. Public Relations Representative, N.Y.
DeStrange, F.R. Road Foreman, Harmon, N.Y.
Gunther, J.J. Instructor-Commuter Enginemen, N.Y.
Hansen, P.A. Road Foreman, N.Y.
Herrmann, S.P. Sr. Industrial Engineer, N.Y.
Hout, A.L. Supervisor-Suburban Equipment, N.Y.
Lauber, J.F. Mechanical Supervisor, N.Y.
Lehmann, E.C. Supervisor-Suburban Equipment Maintenance, N.Y.
Marlowe, V.L. Rules Examiner, N.Y.
Mutino, A.N. Asst. Chief Stationary Engineer, Cos Cob, Conn.
Putnam, P.C. Road Foreman, No. White Plains, N.Y.

Weldon, J.J.

Chief Stationary Engineer, Cos Cob, Conn.
Industrial Engineer, N.Y.

Wise, R.P.

NORTHEASTERN REGION

Buffalo Division

Cannito, P.A. Terminal Trainmaster, Lackawanna, N.Y.
Fowler, D.J. Road Trainmaster, Buffalo, N.Y.
Jamieson, R.A. Terminal Trainmaster, Niagara Falls, N.Y.
Kane, J.A. Terminal Trainmaster, Lackawanna, N.Y.

Mohawk-Hudson Division

Mellott, P.J. General Foreman-Car, Selkirk, N.Y.
Palmer, R.H. Terminal Trainmaster, Selkirk, N.Y.

New England Division

Lillquist, R.L. Supervisor-Communications & Signals, New Haven, Ct.

EASTERN REGION

Baldwin, C.C. Engineer Training Assistant, Baltimore, Md.
Emanuel, J. General Foreman-Locomotive, Harrisburg, Pa.
Fisher, J.P. Supervisor-Train Movement, Phila.
Kuhn, R.E. Supervisor-Quality Control-Locomotive, Enola, Pa.
Strandquist, S.H. Manager-Operating Rules, Phila.
Taylor, D.L. Metroliner Maintenance Controller, Phila.
Walker, D.L. Asst. Superintendent-Operations-Passenger, Phila.

Chesapeake Division

Bramble, W.R. Terminal Supervisor, Baltimore, Md.
Dickerson, B.S. Terminal Trainmaster, Baltimore, Md.
Dougherty, J.R. Trainmaster, Baltimore, Md.
Duffield, C.W. Terminal Trainmaster, Baltimore, Md.
Lowry, K.O. Trainmaster, Washington, D.C.
MacMullin, C.H. Road Foreman, Baltimore, Md.
Mulhollan, D.C. General Foreman-Locomotive, Baltimore, Md.
Zeigler, D.W. Asst. Trainmaster-Boatmaster, Norfolk, Va.

Harrisburg Division

Kerstetter, J.L. Office Supervisor, Harrisburg, Pa.
Lewandowski, G.T. Trainmaster, Earnest, Pa.
Misiura, D.F. Asst. General Foreman-Car, Enola, Pa.
Tees, J.P. Asst. General Foreman-Car, Phila.

Thomas, W.A. General Foreman-Car, So. Phila.
Thompson, R.T. Asst. General Foreman-Car, Enola, Pa.

New Jersey Division

Haverty, A.P. Trainmaster, N.Y.
Phillips, M. Supervisor-Track, Kearny, N.J.
Simmers, M.E. Asst. Supervisor-Track, Washington, D.C.

CENTRAL REGION

Evans, E.R. Asst. Superintendent-Operations, Pittsburgh, Pa.
Robinson, D.A. Asst. Superintendent-Operations, Pittsburgh, Pa.

Allegheny Division

Gunkle, E.W. Asst. Supervisor-Track, Newport, Pa.
Roberts, R.P. General Foreman, Lewistown, Pa.

Pittsburgh Division

Bartoletti, R.A. Trainmaster, Cadiz, Ohio
Terziu, V.L. Terminal Superintendent, Weirton, W. Va.

Valley Division

Roskovics, B.P. Trainmaster, Ashtabula, Ohio
Thomas, J.E. Supervisor-Track, Ashtabula, Ohio

NORTHERN REGION

Gariepy, H.M. Supervisor-Train Movement, Detroit, Mich.

WESTERN REGION

Immelt, F.R. Superintendent-Equipment, Chicago

Chicago Division

Dooley, M.J. Office Supervisor, Chicago
LaRoche, W.T. Trainmaster, Burns Harbor, Ind.
Mescall, G.T. General Foreman-Car, Chicago, Ill.
Smith, R.A. Trainmaster, 55th St.-Englewood, Ill.
Sullivan, R.T. Asst. Supervisor-Train Operation, Chicago

SOUTHERN REGION

Cincinnati Division

Cierley, R.R. Terminal Trainmaster, Cincinnati, Ohio

Columbus Division

Van Cleave, J.C. Asst. Terminal Superintendent, Columbus, Ohio

Southwest Division

Higginbotham, M.H. Asst. Superintendent, Indianapolis, Ind.

Railroaders Roll Museum-on-Wheels

A six-car "Artrain" toured the State of Michigan, bringing an art exhibit to people who live far from museums.

Forty-three cities and towns were given an opportunity to

see art treasures valued at half a million dollars, including notable paintings, sculptures, and relics of ancient civilizations.

An artists' studio in a baggage car featured live demonstrations of pottery-making, jewelry-making, printing and weaving.

Railroads serving Michigan provided the motive power and crews for the wide-ranging "Artrain." Penn Central people played a leading role in the project.

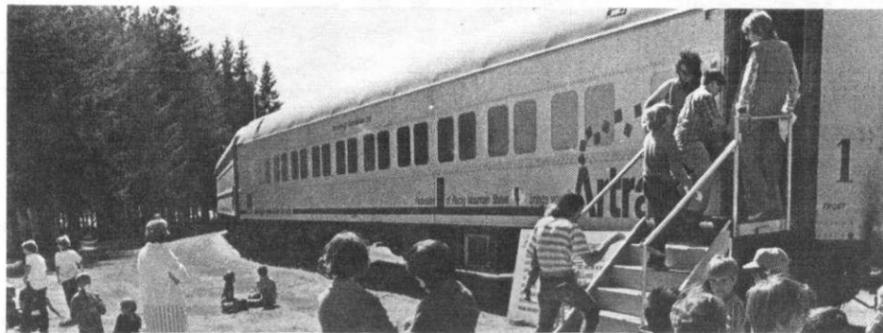
The railroaders were given recognition last month when the National Business Committee for the Arts presented an award to the Michigan Railroad Association.

Among the railroads honored with the "Business in the Arts" award were Penn Central and two affiliates, the Ann Arbor Railroad and the Detroit, Toledo & Ironton.

The "Artrain" was developed by a citizens' committee headed by Mrs. William G. Milliken, wife of Michigan's Governor.

More than 280,000 persons went through the train during its 18-month tour.

The success of this Michigan production has brought invitations from other parts of the country. "Artrain" is now touring eight Rocky Mountain States.



AWARD AT HAMDEN, CONN.: The members of Division 77, Brotherhood of Locomotive Engineers, held a dinner recently to honor Willis E. Copeland, general road foreman for PC's Northeastern Region. He was awarded a plaque naming him "Outstanding Railroad Man of the Year."

Mr. Copeland started on the New Haven Railroad as a yard brakeman, and worked successively as fireman, locomotive engineer and road foreman. He served for a time as local chairman for the Brotherhood of Locomotive Engineers.

In the photo are Fred Bastiano, Division 77 local chairman; John P. Kane, Jr., president; Mr. Copeland; Willis Copeland, Jr., Division 77 member; and John A. Head, Division secretary-treasurer.

Frank Stanton (left), chairman of Business Committee for the Arts, and Arnold Gingrich (right), publisher of Esquire, present award, accepted on behalf of Michigan railroaders by William A. Lashley, PC vice president-public affairs, and William Henschell, C&O general manager.

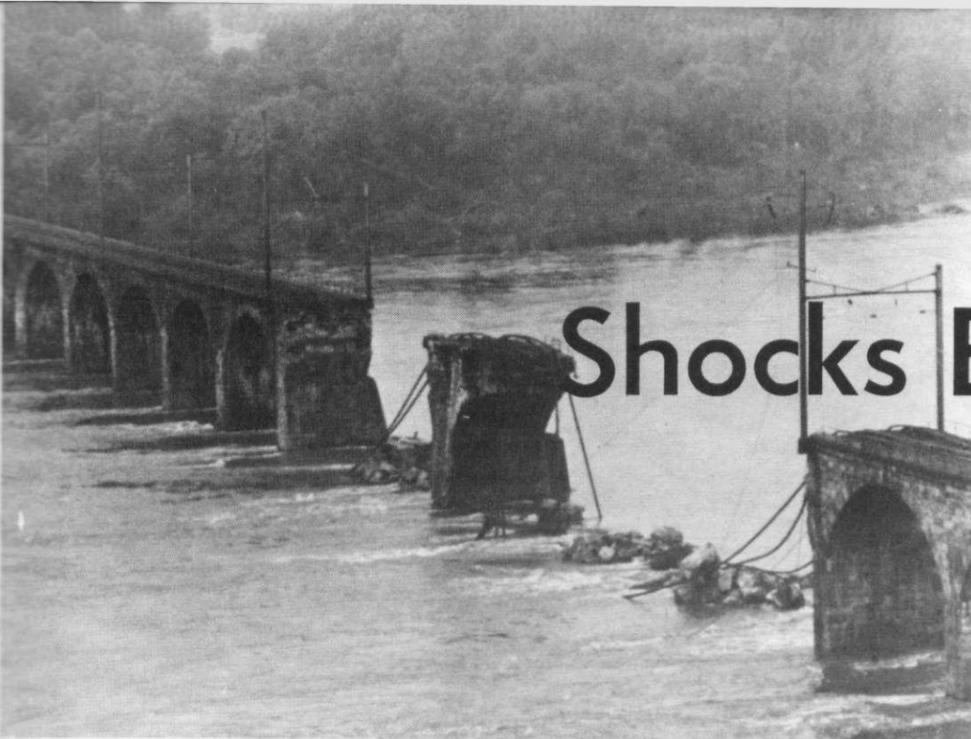
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MANAGER—EMPLOYEE PUBLICATIONS
Joseph Shallit

STAFF PHOTOGRAPHER
Nelson M. Stickler

Aftermath of 'Agnes'

Shocks Bridge is Restored



While contending with its enormous problems, one thing Penn Central didn't need was Tropical Storm Agnes.

This shattering deluge in June, 1972, struck Penn Central harder than any other railroad. It cost Penn Central about \$20 million in damage and added operating costs, plus about \$10 million in lost revenues.

Repair of the damage put a heavy strain on PC finances, but most of the essential routes were soon restored to service.

One major headache hung on: The wreck of Shocks Bridge.

This 2200-foot stone-arch structure crosses the Susquehanna River at Shocks Mills, Pa., 20 miles south-east of Harrisburg.

The raging torrent chewed away at the foundations of the mid-river spans and caused the collapse of the central portion of the bridge on the morning of Sunday, July 2, 1972.

This cut a vital link. President William H. Moore explained the bridge's importance:

"It provides the means for east-west freight traffic to bypass the City of Harrisburg in reaching our large classification yard at Enola, Pa.

"Its loss has deprived us of up to 75 percent of our operating capacity at this critical location on our system."

The result, he said, "was an operating nightmare."

Transportation costs went up. Some of the classification normally done at Enola had to be shifted to a number of other yards. The freight trains that normally use Shocks Bridge — about 50 each day — had to be run through the Harrisburg Station area and over the main line tracks to and from Philadelphia.

This caused unavoidable delays to the Philadelphia-Harrisburg passenger trains operated by Penn Central people for Amtrak and the Southeastern Pennsylvania Transportation Authority.

PC Engineering Department men started on reconstruction planning within hours after the bridge collapsed.

As soon as the torrents abated, a survey crew went out on the river to make test borings and assess the extent of damage.

By mid-August, a causeway was being built — a road made of rock and earth extending into the river, providing a path for construction trucks and enabling work to be carried on from "dry land."

The rebuilding plan involved blowing up the remnants of the fallen piers and also several other piers on each side of the break, leaving 14 of the original stone arches — seven on each side.

Then the gap would be connected by nine new steel spans, resting on new concrete piers up to 70 feet high.

"The stone arches to be left standing were unaffected by the flood," explained Charles T. Popma, PC's chief engineering officer. "The two buttress piers at the ends of the new spans will be reinforced to withstand the thrust of the remaining arches."

A target date was set — December 1, 1972 — for the first train movement across the bridge.

Work went ahead on a day-and-night schedule.

A wall graph in the construction headquarters kept track of the scheduled and actual progress. Every Tuesday morning, a meeting was

held by William J. Sponseller, assistant chief engineer-construction, with the contractor's men.

If progress had fallen behind schedule, the reasons were analyzed and arrangements were made to close the gap during the following week.

Construction of the bridge sub-structure proceeded according to plan — until November.

Then came unusually heavy and persistent rains. Like a grim replay of Agnes, the Susquehanna again became a savage torrent. On November 10, the causeway was washed out, halting work.

Fighting the raging waters, the men struggled to rebuild the causeway to a higher level. To relieve the destructive pressure of the current, they did two things: They inserted corrugated metal pipes to carry some of the water through the causeway, and they cut channels through the causeway at five locations, installing temporary bridges over the channels for the workers and construction vehicles.

But on December 9, a river flow rate in excess of 50,000,000 gallons a minute breached the causeway and washed it out again.

The dangerous river level and forecasts of continued high water and swift currents made further



D.W. Anthony and H.E. Baer, of Engineering Dept., review plans as trucks move over the causeway built out into river.



Then come November rains and high water which completely demolish the causeway.

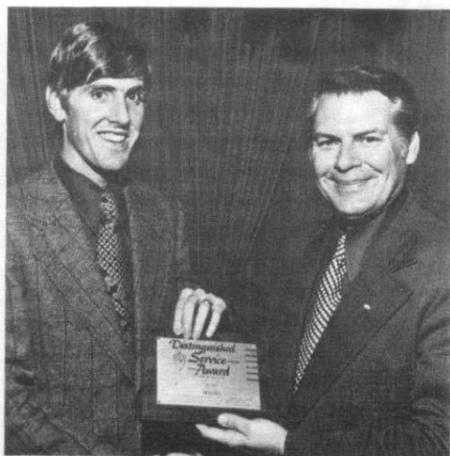
work impractical until spring.

When work resumed, the new target date was September 1, 1973. The construction men did better than that. The bridge was ready for its first freight train on August 3.



Rebuilt bridge with stone arches on the ends, steel spans in middle, is back in business.

He doesn't just clown around



When the Junior Chamber of Commerce at Mattoon, Illinois, bestowed its Distinguished Service Award on Richard L. Kiger (right), practically everybody in town knew why.

Because practically everybody in town has seen or heard about Mr. Kiger's civic activities.

As one citizen put it: "When something's doing in Mattoon, you can bet Dick Kiger is in it."

Mr. Kiger is Penn Central's claim agent in Eastern Illinois territory. He's been on the railroad since 1945, when he started as a crew caller.

Here are some of the things he does for his fellow citizens:

He's a city commissioner, in charge of the water supply.

He's director of the city's Youth Center.

He's a founder of the Senior Citizens Club.

Four years ago, when the annual Christmas parade was about to be abandoned, he stepped in and saved it. He has directed it each year since.



And when the parade marches off, you won't see him sitting back, heaving a sigh of relief. He's in the middle of it—performing in clown costume.

His clown act gets him invitations to brighten up various benefit affairs, and he complies, without charge.

He's active in church work. He aids campaigns for the

mentally retarded.

He runs a program to acquaint adults with the drug problem.

"The kids pretty much know the problem, but the adults aren't so hep—in fact, they're naive," he says. "What I'm trying to do is familiarize them, so they'll be able to recognize drug involvement in others and know what to do about it."

And as if all that weren't enough . . .

Last summer he organized a reunion of retired railroaders in the Mattoon area. About 200 attended.

"It was great to see their faces light up as they met with railroaders they hadn't seen in years," Dick Kiger says.

So last month he saw to it that Mattoon had its "second annual picnic reunion."

(Advertisement)

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