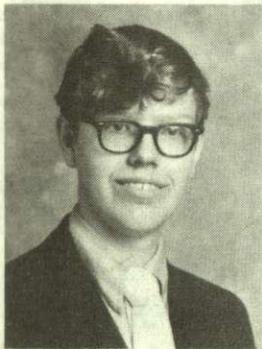
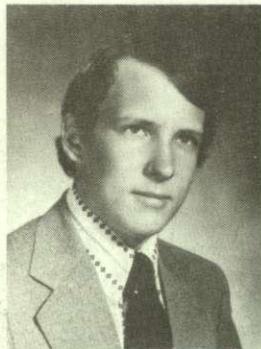




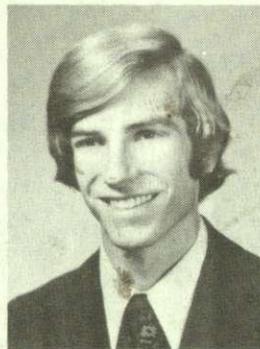
## 50 PC Scholarship Winners — largest number ever



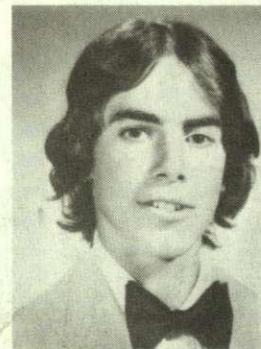
Earl N. Baker, son of J.L. Baker, carpenter at Harrington, Delaware.



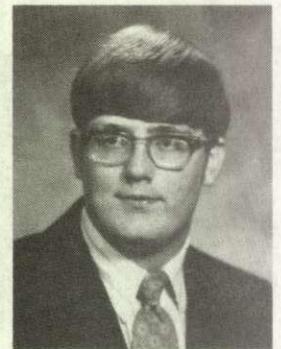
Michael Baranowski, son of A.M., asst. mgr., Billing-Collection Dept.



Terrence L. Bimle, son of J.V. Bimle, a block oper., Johnstown, Pa.



Richard C. Bonner, Jr., son of tax accountant, Finance & Accounting.



Michael Breach, son of E.J., supervisor of road inspection, Altoona, Pa.



James W. Coogan, son of J.W., retired on disability, Warwick, R. I.



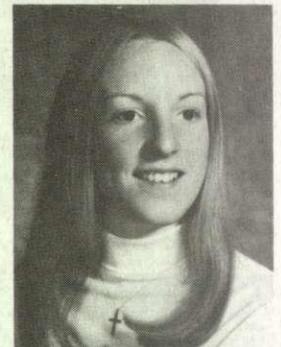
Carol A. Cox, daughter of C.C. Cox, equipment supvr., Syracuse, N. Y.



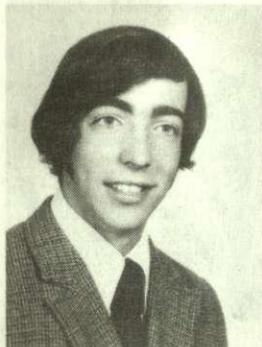
Brian J. Dillon, son of W.E. Dillon, locomotive engineer, Selkirk, N. Y.



Mary, daughter of the late M.W. Flaherty, engineer, Crestline, Ohio.



Sheila Foley, daughter of T.J., passenger conductor, New Haven, Ct.



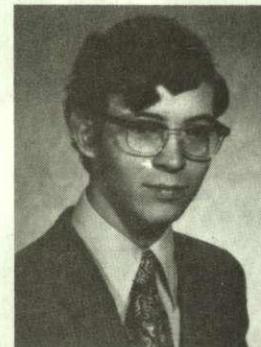
Richard S. Francis, the son of J.R. Francis, a clerk at Pittsburgh, Pa.



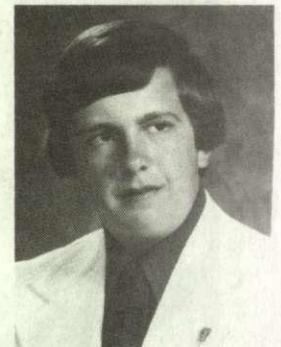
Patrick Gardiner, son of J.P. Gardiner, car inspector, Renovo, Pa.



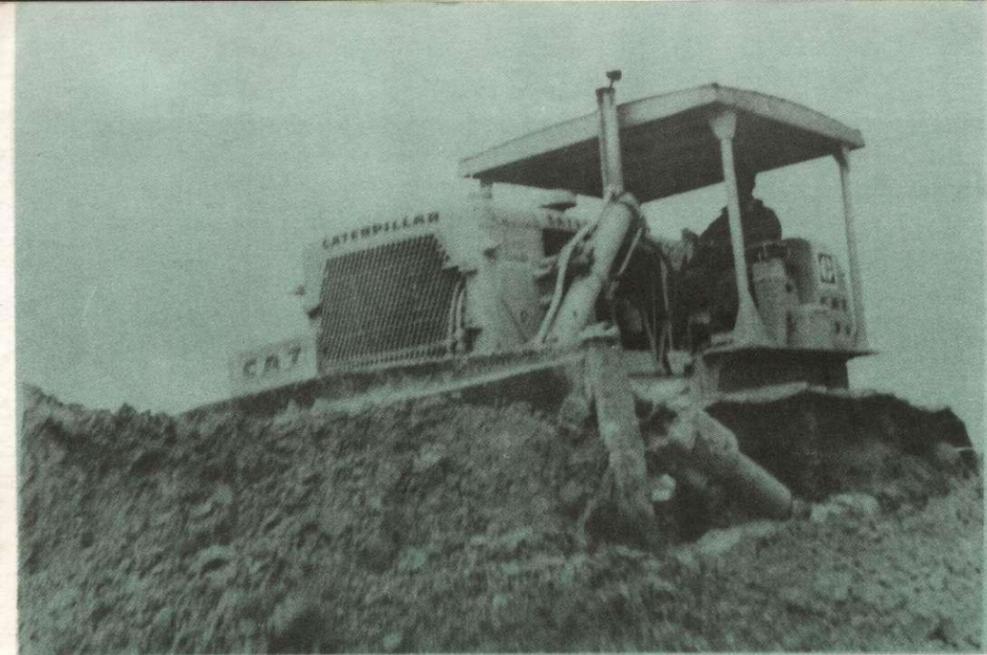
Beverly, daughter of James Garrett, track walker, Stamford, Conn.



Dennis Geisleman, son of H.H., locomotive engineer, Ft. Wayne, Ind.



Frederick Gibson, son of F.C. Gibson, an engineman, Cresson, Pa.



At left, bulldozer clears ground for new Miller brewery. Photo above shows how bottles in a Miller plant move on conveyor to automatic packing machines, then to freight cars and trucks. Miller High Life beer is shipped to all 50 states and 56 foreign countries.

# HIGH LIFE

## ...coming our way

The bulldozers and graders thundering across the field are a dusty sight.

But behind them will come a vast flood of thirst-quenching Miller High Life beer.

A new \$70-million brewery will be built on a 415-acre site in the

Town of Volney, N.Y., 25 miles northwest of Syracuse. It will start producing in early 1976 with a capacity of 2,000,000 barrels a year. The ultimate capability will be 6,000,000 barrels.

That's the equivalent of more than two billion standard bottles.

Which is the equivalent of a heck of a lot of parties.

Penn Central people will provide the rail service, bringing malt, grits, corn syrup and other ingredients, and taking out barrels, bottles and cans of beer for delivery to thirsty cities and towns throughout the East.

"We expect several thousand carloads of new business a year," says Ralph N. Cramer, PC assistant vice president-sales.

And W.D. (Doug) Weis, manager of industrial development at Syracuse and a railroader for 10 years, comments: "This is sure the biggest project I ever worked on!"

The search for a building site started more than a year ago. Miller Brewing Company, with headquarters in Milwaukee, Wis., commissioned two plant location consultants to explore possibilities in the Northeast, particularly Pennsylvania, New York, Connecticut and Rhode Island.

Miller has large brewing plants in Milwaukee (one of the largest in the world), in Fort Worth, Tex., and in Azusa, Cal. The decision to build an additional brewery in the East was prompted by the recent rapid increase in Miller's sales, which has lifted this company from seventh to fifth place among major U.S. brewers.

Miller's consultants invited State agencies, Chambers of Commerce and railroads to suggest suitable building sites.

The ball was picked up by Penn Central's Industrial Development offices at Baltimore, Philadelphia, New York, Syracuse and Boston.

Each office maintains a constantly updated inventory of available building sites and is quickly able to identify the ones that come closest to meeting a customer's specifications.

James T. Orsborn, assistant director-industrial development, ascertained that Miller wanted a large

site — 300 to 500 acres — good rail and highway connections, ample power supply (the initial monthly consumption would be more than 3 million kilowatt hours). Above all, the brewing operation required lots of water — 1½ million gallons a day initially, and up to 3¾ million gallons eventually. Of course, the water had to meet the rigid brewing standards.

The PC Industrial Development people came up with 18 proposed sites. For one reason or another, none proved acceptable.

"So what do you do?" said Vincent J. Floyd, assistant vice president-industrial development. "You keep searching and proposing other sites."

Meanwhile, Miller and its consultants were also looking elsewhere. Three sites on other railroads — Delaware & Hudson, Reading, and Erie Lackawanna — attracted their interest. They even went as far as optioning one of them.

Then Doug Weis discovered the Taylor farm.

"I had been in contact with Arthur J. Clawson, area industrial director of Operation Oswego County, Inc., a community organization promoting industrial development in this central New York area," Doug Weis explains.

"When we checked the map together, we noted one tract that seemed to be a good bet. That was the 415-acre dairy farm of Mr. E. E. Taylor."

On a bright February day, Mr. Weis and Mr. Clawson drove to a nearby hillside and parked.

"A beautiful sight!" Doug Weis exclaims, remembering the moment.

"A broad level tract. On the east side, the tracks of Penn Central's Phoenix Branch. On the north, Interstate 481. On the west, the Seneca River. And not far away, the electric power transmission lines of Niagara Mohawk.

"That answered all the Miller Company's requirements, except for the fresh water supply. And when we checked the Onondaga County Municipal Water Treatment Plant, we verified that it could supply the new plant through a connection with the 54-inch water main currently serving the area."

Miller officials did a thorough study, and okayed the site.

"That was a big day," says Doug Weis.

"I celebrated with a bottle of Miller High Life, naturally."

He lauded the "unparalleled as-



In a Miller brewery, grains and malt are brewed in large copper kettles. The liquid, called "wort," is beer in its infancy.

sistance" received from PC people working out of the offices of the general manager at New Haven, division superintendent and division engineer at Utica, real estate and freight sales at Syracuse, and chief engineer at Philadelphia.

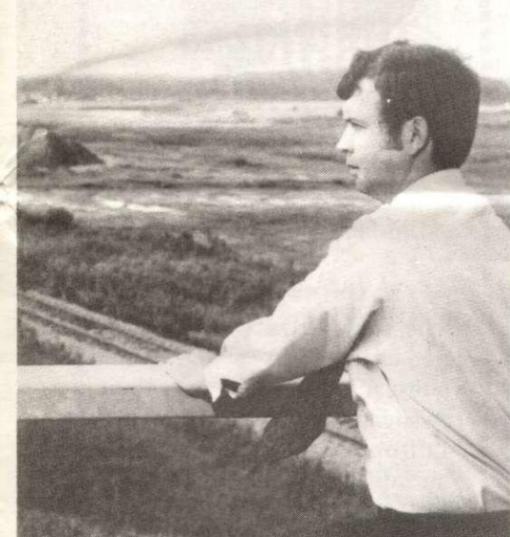
John A. Murphy, President and Chief Executive Officer of Miller Brewing Company, and William K. Howell, Executive Vice President, performed the ceremonial ground-breaking on May 6. New York Governor Malcolm Wilson sent a message welcoming the company to his state and promising "our continued and enthusiastic cooperation and assistance to help them achieve a profitable and happy future."

Track construction will soon begin. Miller Brewing will build its own car storage yard and shifting tracks — approximately 5 miles of track in all.

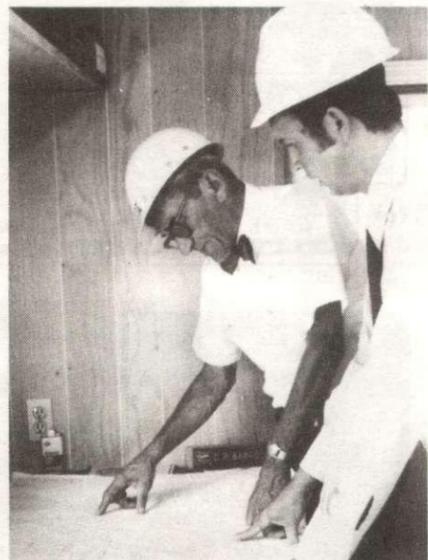
"It's going to be a busy scene, with a hundred cars moving in and out on peak days," says Mr. Floyd.

"I know that our transportation people will go all out to make the Miller people glad they picked Penn Central."

*Miller Brewing is one of many companies locating new plants on the Penn Central. For other examples, turn to Page Two.*



Doug Weis, PC manager-industrial development, views the new plant site. In foreground is Penn Central's Phoenix Branch.



Carl Babcock, Miller's manager-civil engineering, reviews plans with Doug Weis.

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

MANAGER — EMPLOYEE PUBLICATIONS  
Joseph Shallit

SYSTEM PHOTOGRAPHER  
Nelson M. Stickler

# Building on the PC

The industrial development story for the first six months of 1974 showed 192 new or expanded plants were located along Penn Central's lines.

These additions are expected to provide Penn Central with about 70,000 carloads and piggyback trailer-loads of freight on an annual basis — meaning about \$25 million in additional revenue.

The plants involve an investment of about \$450 million by the industries, and will provide more than 10,000 industrial jobs when full production is reached.

The plant investment, employment and revenue figures are all significantly higher than for industrial development during the first six months of last year, pointed out Paul Funkhouser, senior vice president-sales and marketing.

"This is a most encouraging sign of industry's confidence in the future of railroad service," he said.

Among the recent industrial developments along the Penn Central are:

Agway, Inc., new feed mill

at Batavia, N. Y.

Burroughs Corporation, new printing plant at Salisbury, Md.  
Champion International, new

warehouse at Columbus, Ohio.

Continental Can Company, new food container manufacturing plant at Shelbyville, Ill.



Corning Glass Company, expanded glass plant at Charleroi, Pa.

DuPont Company, expanded chemical manufacturing at Seaford, Del.

General Dynamics, steel fabrication facility at Davisville, Rhode Island.

B. F. Goodrich Company, distribution warehouse at Linden, N. J.

W. T. Grant Company, new distribution warehouse at Windsor Locks, Conn.

International Harvester Company, expanded truck engine plant at Indianapolis, Ind.

Monsanto Corp., new plastic container plant at Havre de Grace, Md.

Owens Illinois, new fibre can plant at Morrisville, Pa.

J. C. Penney Company, new distribution warehouse at Columbus, Ohio.

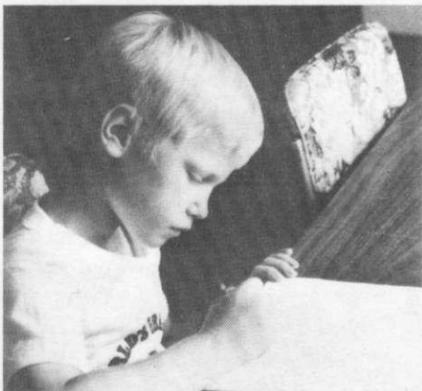
Ralston Purina Company, expanded pet food plant at Dunkirk, N.Y.

Union Carbide Corp., expanded manufacturing plant at Beauharnois, Quebec, Canada.

Westvaco Corp., expanded corrugated box plant at Baltimore, Md.



Rachel, daughter of Donald M. Barlow, a locomotive engineer, Mingo Junction, O.



Gregory, son of David Ratliff, freight brakeman at Dewitt Yard, Syracuse, N.Y.

## The last chance to enter PC SAFETY POSTER CONTEST

For boys and girls up to age 12

October 10. That's the last day for mailing entries in Penn Central's Safety Poster Contest.

Here is an opportunity for PC youngsters to help Dads and Moms work more safely every day.

Your youngsters can help by drawing a poster that shows some Penn Central safety rule.

Your poster will remind them to do their jobs in a safe way.

The following are the contest rules for boys and girls.

You're eligible if —  
You are not over 12 years old;  
and

Your father (or mother) is an active employee of Penn Central Transportation Company.

Here's what you do:

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

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

3. Add a title or slogan.

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

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

6. Mail it — First Class Mail — no later than October 10.

But don't wait till the last day.

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

### THE PRIZES

Best Poster . . . \$100 Bond

Second Prize . . . \$50 Bond

Third Prize . . . \$25 Bond

10 Runner-Up Awards:  
Mini-Metroliner & Track

In Addition:

The First Prize winner will be entered in a national contest, sponsored by the Association of Railroad Editors, and compete for an additional prize.



— Fill out and paste on back of poster —

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

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

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

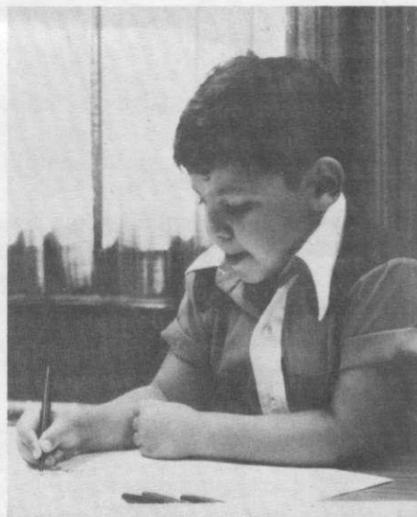
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

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

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

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

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



Felix, son of Guadelupe J. Garcia, time-keeper, M-of-W Department, Toledo, O.



Nancy, daughter of E.E. Gifford, general foreman at Frontier Yard, Buffalo, N.Y.

# NEWS WIRE

## Special court begins

A three-judge Special Court, created to consider cases dealing with the proposed new Northeastern railroad network, held hearings in Washington beginning August 27.

Before it were matters involving six bankrupt companies: Penn Central, Central of New Jersey, Reading, Lehigh Valley, Ann Arbor, and Lehigh & Hudson River.

The Special Court will consider a decision issued on July 2 by District Judge John P. Fullam that Penn Central Transportation Company should not be included in the proposed new rail network to be established under the Regional Rail Reorganization Act. He made this ruling because he found that the Act does not provide a process that would be fair to creditors and stockholders.

However, Judge Fullam postponed his order until a final determination is made by the three-judge Special Court, consisting of Federal Judges Henry J. Friendly, Carl McGowan and Rozel C. Thomsen.

## USRA moves ahead

The United States Railway Association (USRA) is proceeding with its work of preparing a preliminary system plan for the new railroad network. The Regional Rail Reorganization Act requires this plan to be ready by October 29.

Arthur D. Lewis, USRA chairman, said the work would not be sidetracked by a Federal Court ruling on June 25 that portions of the Regional Rail Reorganization Act are unconstitutional. This ruling has been appealed to the Supreme Court by Penn Central's Trustees and by the U. S. Department of Justice.

Mr. Lewis predicted that if the Supreme Court agrees that portions of the Act are unconstitutional, Congress will amend the Act to eliminate the problem.

At a news conference, Mr. Lewis discussed a report issued by the U. S. Department of Transportation last February, proposing a cut of about 25 percent in the 61,000 miles of track in the Northeast and Midwest. Mr. Lewis said that USRA's plan will probably abandon less trackage, with subsidies helping to preserve some money-losing branch lines.

## July financial report

The Trustees of Penn Central Transportation Company reported a net loss of \$6,657,235 for July, 1974. In July a year ago, the net loss was \$22,311,520.

July revenues from freight operations were \$170.6 million, a 32.1 percent increase over July of last year. The increase included approximately \$14.8 million from the 10 percent freight rate increase that went into effect on June 20.

Despite this increased revenue, the railroad still faced a difficult cash situation, the Trustees reported on August 22.

"We are alleviating this cash shortfall," they stated, "by exercising grace periods on equipment obligations and deferring for a few days, if necessary, payments to certain of our contractors and material suppliers."

Railway operating expenses in July were 18.2 percent higher than in July, 1973, due principally to the continued surge in the costs of doing business. For example, fuel prices had increased 113.9 percent over the July, 1973, figure, and the cost of supplies and materials increased 32.6 percent.

For the first seven months of this year, there was a net loss of \$110,236,627. This was 9.5 percent below the ordinary net loss for the first seven months of last year.

Total operating revenues for the seven months reached \$1.3 billion, a 15 percent rise over the similar period of 1973.

The above figures are reported in accordance with Interstate Commerce Commission regulations and make provision for certain rents, interest and taxes which are not being paid, having been deferred by the Reorganization Court.

## PC men restore 67 miles

Federal Railroad Administrator John W. Ingram ordered Penn Central to halt passenger and freight service on Friday, August 2, along 67 miles of track at various locations between Chicago and Jeffersonville, Ind. He said these segments of track failed to meet FRA's minimum safety standards.

Penn Central track forces, from the Chicago, Fort Wayne and Southwest Divisions, were given the task of repairing the track early Friday morning.

In the meantime, local freight service was temporarily halted in certain areas. Through freight trains moved by alternate routes. Amtrak rerouted passenger trains via other railroads.

As the PC men restored each section of track, FRA inspectors were on hand to inspect and approve the work. In double-track areas, emphasis was placed on restoring one track as quickly as possible.

By late Monday, sufficient work had been completed to reopen the entire route for service Tuesday morning.

## Sale of New York yards



The Trustees have asked the Federal Court to approve the sale of PC's 30th Street Yard and 60th Street Yard (shown above) on the west side of Manhattan to Trump Enterprises, Inc., New York real estate firm. A hearing by the Court was scheduled for September 24.

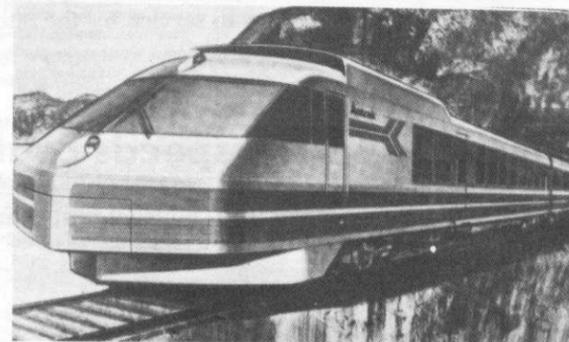
The proceeds from the sale may ultimately exceed \$100 million. If the Court approves the transaction, the net proceeds would be deposited by the Trustees in a separate escrow account and be dealt with in the final reorganization plan of the railroad.

The two properties, totalling 144 acres, "are considered by the real estate industry as the best undeveloped urban sites in the country," the Trump organization stated.

Penn Central announced that freight service along the west side of Manhattan would not be discontinued because of the sale. PC's freight line entering Manhattan across the Harlem River would continue. Shippers' use of the two

yards has declined from a peak of more than 200,000 carloads a year after World War II to less than 25,000 carloads last year. Plans are underway to relocate Penn Central customers to other PC sites in the New York metropolitan area.

## New trains for Amtrak



The U. S. Department of Transportation has approved Amtrak's plan to buy seven new turbine-powered trains for service on the PC line between Boston and New York City (artist's sketch above).

Amtrak said the new trains, to be delivered in late 1975 or early 1976, would cut the travel time from the current 4½ hours to 3½, provided the track is improved. The Department of Transportation is considering track improvements.

In addition to these seven trains, to be built in this country, Amtrak is purchasing six French-built turbine trains for service between Chicago and other Midwestern cities.

Amtrak recently placed orders with the Budd Company for 200 new passenger cars, in addition to 57 ordered earlier. These cars will have the outward appearance of self-propelled Metroliners but will be drawn by locomotives. Delivery will begin next April.

The cars will have a new feature — floor tracks permitting conversion of seating arrangements from day coach to overnight coach or lounge coach.

## Labor asks 35% raise

Most railroad unions have formulated their wage demands for the coming round of negotiations.

In general, they call for a 20 per cent wage increase effective January 1, 1975, and another 15 per cent on January 1, 1976.

In addition, many are requesting a "cost-of-living" clause: A 2-cents-an-hour increase for each 3/10ths of 1 percent rise in the consumer price index, starting April, 1975, with adjustments every three months thereafter.

William F. Betts, vice president, economics and finance, of the Association of American Railroads, said the proposed wage increases would total more than \$2½ billion on an annual basis for the railroad industry. This figure is almost three times as much as the net railway operating income of all the railroads last year.

The agreements currently in effect for nearly all the rail unions cover 18 months ending December 31, 1974, and provide a package of wage adjustments, railroad retirement tax reductions and other benefits equivalent to a 10.7 per cent wage increase.

## PC joins boxcar pool

Penn Central has joined with other railroads in a plan for a nationwide pool of modern boxcars. Each railroad would be able to load the cars for any destination, and would not have to return them to an "owning" road. This would keep empty movements to a minimum.

Continued on Page Four

A new company, American Rail Box Car Co. — Railbox for short — has been created by Trailer Train Company to acquire the new boxcars.

Railroads using the cars would pay rental charges to Railbox. The charges would be set at the lowest levels that would cover the costs of buying, administering and maintaining the cars, and afford Railbox the ability to acquire additional cars on reasonable terms.

The plan was approved last month by the Interstate Commerce Commission. Railbox intends to acquire 10,000 boxcars estimated to cost \$230,000,000, and expects to have approximately 1,000 of these cars in service by the end of this year.

## New unit train speeds coal

Coal is being shipped in an unusual unit train

over PC lines to help supply electricity to a large portion of Indiana.

The fuel is moving from AMAX Coal Company's new mine at Keensburg, Ill., to Public Service Company of Indiana's new generating station at Carol, Ind.

In typical coal unit trains, the shipper provides the cars. In this case, the shipper is providing the entire train — cars, locomotives and caboose. Penn Central provides the tracks and the crews.

The 80 cars of the unit train are loaded in 80 minutes at the mine site, and unloaded at the same car-a-minute rate at the generating station.

The train is now hauling 8,000 tons per trip, two or three times per week. But the schedule eventually will be increased to two deliveries daily.

A total of 640 truckloads of 25 tons each would be required daily to haul the same tonnage.

"The impact of such a movement on the environment as well as on our national energy supply is obvious," said Paul Funkhouser, PC senior vice president-sales and marketing.

## New yard for Cadillacs

Penn Central has received Federal Court approval to build support facilities for a new terminal being established by General Motors at its Cadillac assembly plant in Detroit.

Cost of the facilities was estimated at \$684,137.

Penn Central anticipates that for the 1974 model year, it will handle 8,085 carloads of new Cadillacs, with gross revenues of \$4.5 million. GM predicted that Cadillac traffic shipped via Penn Central for the 1975 model year would reach 12,500 carloads, with gross Penn Central revenues of \$8.4 million.



## DEEP WATER

Dredging operations have improved the capabilities of Penn Central's coal and ore piers on the Delaware River at South Philadelphia.

The water alongside the two piers is now 40 feet deep at mean low tide.

At PC's coal pier, this permits direct loading from a coal dumping machine into large modern ships that carry coal overseas, as

well as into coal barges for coastal delivery.

At the PC ore pier—the East Coast's finest for transferring imported iron ore from vessels to railroad cars—two large ships can be unloaded at a time. Penn Central people play a major role in transporting the ore to steel mills at Conshohocken, Bethlehem, Johnstown and Pittsburgh, Pa., and Youngstown, Ohio.



## An advance look at Christmas

It's always dismaying to order Christmas gifts and find they're caught in the holiday mail crunch.

This year, PC Souvenirs wants to make sure that any gifts you order will arrive well before Santa Claus.

For an early start, mail the coupon at right, and Penn Central Souvenirs will send you a free 1974 gift catalogue, here being read by Cindy Saunders, of Penn Central's Safety Department.

You'll find 16 pages of distinctive gift ideas with a railroad flavor. Send for your copy now.

Penn Central Souvenirs, 1040 Six Penn Center  
Philadelphia, Pa. 19104

Please send a 1974 gift catalogue to:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

# Recent Appointments

<b>SYSTEM OFFICES</b>		Jensen, J.A. Supervisor-Data Communications Applications Development	Schwendimann, F.H. Assistant Manager-Corridor Passenger Service Contracts, Phila.	Hood, F. Supervisor-Track, Chester, Pa.
<b>Trustees</b>		Kendra, J.L. Manager-Passenger Cost Analysis	VanCleave, J.D. Regional Road Foreman, Phila.	Pulvino, G.C. Supervisor-Track, Baltimore, Md.
Alexander, W.E. Assistant Vice President-Reorganization Staff	McCall, G.B. Communications Programmer	Wilke, W.H. Manager-Freight Cost Analysis	<b>Harrisburg Division</b>	
Finch, J.M. Special Assistant to Trustees, New Haven, Conn.			McConnell, J.E. Terminal General Foreman-Car, Enola, Pa.	
McArthur, J.H. Trustee			<b>New Jersey Division</b>	
<b>Legal</b>		Freeman, B. Manager-Operating Procedures	Weidner, M. Assistant Division Engineer, Morrisville, Pa.	
Asay, T.P. Manager-Special Studies Staff Assistant	Hackenbracht, J.A. Manager-Operating Rules	McNally, H.J. Senior Engineering Consultant	<b>Philadelphia Terminal Division</b>	
Dawson, V.A. Assistant Vice President-Auditing & Special Investigations	Wood, H.L. Assistant Vice President-Operations Staff			Rossman, E.M. Master Mechanic, Phila.
Meehan, T.F., Jr. Manager-Audit Planning			<b>CENTRAL REGION</b>	
Pelz, F.G. Manager-Operational Audits			Rhoades, H.C. Assistant Field Engineer-C&S, Pittsburgh	
Robinson, T.F. Supervisor-Joint Facility Audits	<b>Transportation</b>		<b>Pittsburgh Division</b>	
Smith, F.J. Director-Special Investigations	Brown, W.E. Manager-Demurrage	Cotton, J.W. FACTerminal Supervisor, Indianapolis	Braun, J.R. Supervisor-C&S	
Walsh, G.C. Director-Special Investigations	Davis, R.C. Office Manager (Director-Freight Car Utilization)	Hinkle, R.G. Supervisor-Freight Station Operation, Chicago	<b>NORTHERN REGION</b>	
<b>Real Estate</b>		Knapp, R.E. FACTerminal Manager, Chicago	<b>Detroit Division</b>	
Semerad, R.E. Assistant Controller (V. Palmieri & Co., Inc.)	Smith, K.T. Supervisor-Locomotive & Caboose Distribution	Taylor, T.L. Manager-Locomotive & Caboose Distribution	Butler, D.J. Terminal Trainmaster (Jct. Yd.)	
Soltis, R.J. Real Estate, Boston	Terry, P.E. FACTerminal Assistant Manager, E. St. Louis, Ill.	Webb, B.C. FACTerminal Supervisor, Detroit	Costick, G.F. Assistant Trainmaster (Sterling Yd.)	
Supon, J.J. Director-Property Leases & Special Sales	Webb, B.C. FACTerminal Supervisor, Detroit	Wexler, F. Supervisor-Freight Train Operation	Laurain, W.F. Terminal Trainmaster (North Yard)	
<b>Sales &amp; Marketing</b>		Yannacone, D.J. Assistant Manager-Car Utilization-Performance	McNatt, R.A. Terminal Trainmaster (Jct. Yard)	
Graham, J.W. Executive Assistant	<b>Engineering</b>		Pace, C.W. Terminal Trainmaster (Jct. Yard)	
Lloyd, W.L. Director-Coal & Ore Services	Kuczboriski, J.S. Circuit Engineer-C&S	Nash, J.L. Senior Circuit Engineer-C&S	<b>WESTERN REGION</b>	
Locke, W.R. Assistant Manager-Pricing	<b>Equipment</b>		<b>Chicago Division</b>	
Musslewhite, J.E. Assistant Vice President-Pricing	Bacza, J.S. General Foreman, Altoona, Pa.	McFeaters, R.P. Director-Equipment Performance	Spray, P.E. Road Foreman (Night), Elkhart, Ind.	
Sutton, J.D. Director-Coal & Ore Development	Price, E.L. Manager-M.U. Car Maintenance			Taylor, W.I. Assistant Superintendent, Chicago
<b>Finance &amp; Accounting</b>		Phelan, J.A. Assistant Director-Security	<b>Cleveland Division</b>	
Alexander, D.R. Senior Property Accounting Coordinator	<b>Security</b>		Chips, B.J. Terminal Trainmaster, Collinwood	
Barcalow, R.E. Senior Analyst-Production Scheduling	<b>Passenger</b>		Evans, R. Terminal Superintendent, Cleveland	
Berner, F.L. Manager-Subsidiary Accounting	Barton, G.N. Manager-Passenger Train Movement	Huggins, R.G. Manager-Passenger Contract Administration	Fisher, A.C. Assistant Terminal Superintendent, Cleveland	
Downs, S.P. Supervisor-Rent Collection	Whitaker, D.E. Manager-Passenger Train Movement	Williams, C.L. Manager-Passenger Train Movement	Linsey, R.H. Assistant Supervisor-Train Operation, Cleveland	
Kaithern, J.R. Production Scheduling Manager	<b>NORTHEAST CORRIDOR REGION</b>		Schulenberg, J.W. Trainmaster, Collinwood	
Lindsay, E.F. Senior Property Accounting Coordinator	Baker, R.L. Administrative Assistant (Equipment), Phila.	Chandler, M.J. Superintendent-Equipment, Phila.	<b>Fort Wayne Division</b>	
McGlinchey, R.E. System Customer Account Auditor	Haas, T.O. Assistant Manager-Passenger Rates & Tariffs, Phila.	Lott, R.A. Passenger Service Analyst, Phila.	Fraser, J.A. Assistant Superintendent	
Moore, T.G. Supervisor-Agreement Services	McCarney, T.P. Regional Mechanical Supervisor-M.U., Phila.	Pearson, N.B., Jr. Regional Mechanical Supervisor-Locomotive, Phila.	Ordas, D.L. Division Engineer	
Rubolino, J.R. Director-Non-Rail Accounting	Powers, J.J. Manager-Corridor Passenger Services, Phila.			<b>Toledo Division</b>
Wyman, R. Manager-Rent Accounting			Anders, J.O. Assistant Superintendent	
<b>Labor Relations &amp; Personnel</b>				Kelly, D.C. Division Engineer
Oleson, F.J. Manager-Recruiting			Marlow, G.E. General Foreman-Car (Stanley)	
Swieringa, B.L. Manager-Training			Wilson, D.L. Terminal Superintendent	
<b>Public Affairs</b>				<b>SOUTHERN REGION</b>
Cunitz, U.W. Assistant Vice President-Public Relations & Advertising			Robins, J.G. General Manager, Indianapolis	
<b>Purchases &amp; Materials</b>				<b>Columbus Division</b>
Burns, J.R. Supervisor-Office Services & Budget			Fonseca, E.M. General Foreman-Locomotive	
Weber, L.S. Senior Buyer			Gratz, R.E. Division Superintendent	
<b>Vice President-Staff</b>				<b>Southwest Division</b>
Best, D.H. Telecon System Engineer			Foxworthy, J.L. Supervisor-Track, Greencastle, Ind.	
Cassella, V.J. Manager-Communications Facilities			Nusrallah, J.R. Master Mechanic, Rose Lake, Ill.	
Cherry, R.F. Systems Analyst				
Francis, D.G. Telecommunications Analyst				
Hassinger, L.E. Telecommunications Analyst				
Hughes, R.O. Senior Business Systems Consultant				

The cardboard drum had this label: Soap Powder.

But the man who brought it to the freight station at Waldo, Fla., for shipment via Amtrak Express to New York, acted awfully nervous about it.

Also odd, the freight agent thought, was the fact that the company listed as the shipper, "Santa Fe Enterprises," wasn't in the phone book.

So when the man left, the agent phoned the sheriff's office.

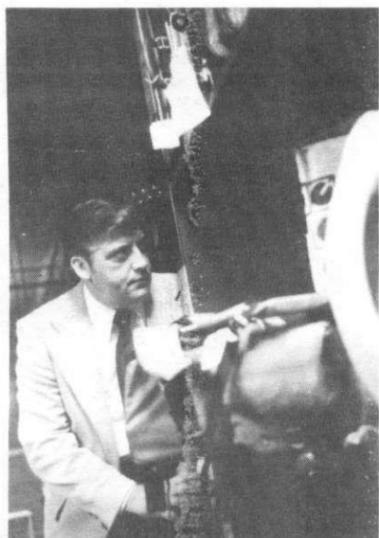
An examination disclosed the contents of the drum to be 30 pounds of high-grade marihuana, with a street value estimated at \$20,000.

The sheriff sent word to PC police at Pennsylvania Station, New York, and to New York City police. A sheriff's agent flew the shipment to New York so it would get to the station the same time it would have

## Undercover at Penn Station

normally arrived by the scheduled rail delivery.

PC Police Captain Robert J. Steele arranged a stakeout with PC police in plain clothes and New York narcotics agents. Michael Gallagher, head clerk, Baggage Department, did some checking and found there had been at least two previous ship-



ments of two drums each—more than 100 pounds.

The next day, a man phoned and asked if the shipment had arrived. Mike Gallagher said it had, and tipped off the waiting police. But the man didn't show up.

The same voice phoned the following day. Again, no show. He scents danger, Mike Gallagher said.

But the lure of the marihuana hoard proved too strong. The third day, a young man, about 25, came to the baggage room for the shipment. Five feet seven, reddish mustache and beard, shoulder-length hair in a ponytail—he precisely matched the description of the man who had shipped the marihuana from Waldo, Fla.

PC Patrolman Alfred J. Lowry (left) and Patrolman Dennis G.

Stramka (below) moved in for the arrest. They turned the man over to the New York police.

Later, Captain Steele wrote to Mike Gallagher's superiors:

"This arrest put an end to one major supplier. . . Without the unlimited cooperation that was extended by Mr. Gallagher, we might not have been successful in making an arrest in this case."



# Starting college with financial aid

Scholarships were granted recently to 50 sons and daughters of Penn Central Transportation Company employees to help pay college expenses for the next four years.

The total amount of the awards is the largest since this scholarship program began.

The money does not come from railroad funds. It is provided from two private endowment funds, administered by the Company with the professional guidance of a scholarship selection service.

Fifteen of this year's awards were Frank Thomson Scholarships, which were established in 1907 by the family of Mr. Thomson, president of the Pennsylvania Railroad from 1897 to 1899. These scholarships are offered to *dependent sons* of active, retired or deceased em-

ployees, for studies leading to an *engineering degree*.

Thirty-five scholarships were provided from a fund originally established by the Women's Aid of the Pennsylvania Railroad. These scholarships are offered to *dependent 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 every year, based on scholastic ability and financial need (except for two Frank Thomson Scholarships granted solely on ability, without regard to need; these two winners are indicated by an asterisk\*).

Bulletin board notices regarding scholarships to be awarded for the college year beginning September, 1975, have been distributed

throughout the railroad.

Application forms may be obtained from supervisors-personnel at the PC Labor Relations and Personnel offices in Chicago, Detroit, Indianapolis, Pittsburgh, Altoona, Philadelphia, New York and New Haven. The application forms may also be obtained by writing to Vice President John J. Maher, Penn Central Transportation Company, Room 1234, Six Penn Center, Phila., Pa. 19104.

Interested students should complete the applications without delay.

All applicants must take the Scholastic Aptitude Test. Acceptable test dates are: November 2, December 7 or February 1.

In addition, applicants for Frank Thomson Scholarships must take Achievement Tests on November 23 or January 11 in the following subjects: English, Mathematics Level 1, and either Physics or Chemistry.

Two additional scholarships, available once every four years, will be available for the college year beginning September, 1975:

The William Henry Brown Scholarship, named for a former Chief

Engineer of the PRR, provides tuition aid for dependent sons of PC employees at Princeton University. Those interested should write promptly for details to Vice President John J. Maher, address above.

The Memorial Scholarship of Department No. 3, Pennsylvania Railroad Women's Division for War Relief, is open to sons and daughters of active, retired or deceased employees of the PC Sales and Marketing Department or the former Pennsylvania Railroad's Freight Traffic Department. The Scholarship provides tuition aid at the University of Pennsylvania. Details may be obtained by writing to Memorial Scholarship of Department No. 3, c/o T. A. McSherry, Penn Central Transportation Company, Room 1508, Six Penn Center, Phila., Pa. 19104. Give name, occupation and employee number of parent.

With this year's scholarship winners, a total of 135 PC sons and daughters will be attending college this fall with the aid of scholarship funds administered by the railroad.

Said Mr. Maher: "I know of no other railroad that has a scholarship program that matches ours."

Photographs of Scholarship Winners continue in alphabetical order from front cover.



Renee Grabert, daughter of J.C. Grabert, signal foreman, Danbury, Conn.



William T. Hanelly, son of L.J. Hanelly, freight trainman at Cresson, Pa.



Debra, daughter of Joshua Hankison, carman, Sunnyside Yard, N. Y.



Thomas Hordubay, son of W.T. Hordubay, M-W repairman, Pitcairn, Pa.



Mary L. Jackson, dgtr. of W.H. Jackson, loco. engr., Collinwood, Ohio.



Karen, daughter of the late L.A. Kwolek, electrician, Hollidaysburg, Pa.



Dolores, daughter of the late F.C. Lally, manager-budgets, Sales Dept.



Mary Langrill, daughter of J.J. Langrill, block operator, Baltimore, Md.



Sally A. Lentz, daughter of C.E. Lentz, head clerk in Financial Dept., Phila.



Mary Lykens, daughter of G.G. Lykens, carldr.-air brake at Altoona, Pa.



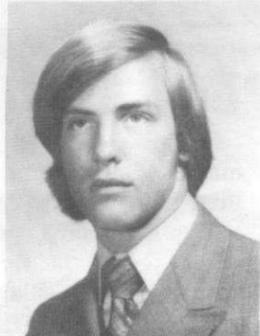
Robert E. Mackey, son of T.A., asst. general car foreman, Sharonville, O.



Edward S. Mason, son of E.C. Mason, supervisor of personnel services, Phila.



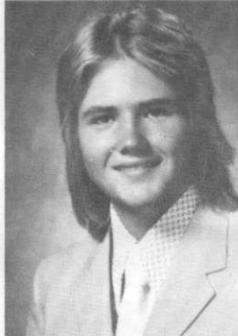
Charles Mellor, Jr., son of coordinator, Systems Development Dep., Phila.



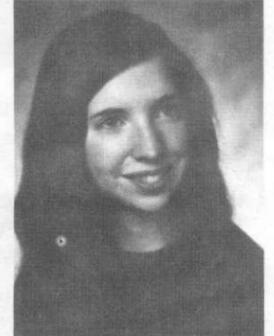
Peter D. Murray, son of P. H. Murray, trainmaster, Providence, R. I.



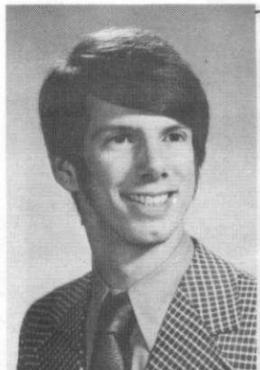
Eileen O'Donnell, daughter of L.J. O'Donnell, a clerk at Weehawken, N.J.



Kevin D. Orin, the son of P.J. Orin, gang foreman, Canton, O., Central Reg.



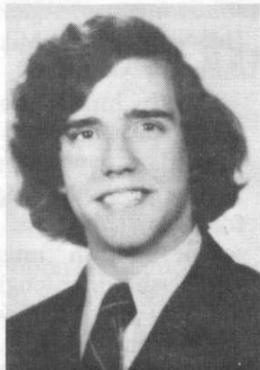
Anna Belle O'Shea, the daughter of Anna Belle O'Shea, clerk at Chicago.



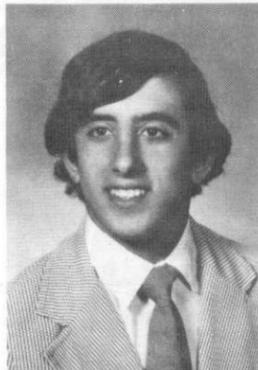
Anthony J. Pessa, Jr.,\* son of yard clerk at 44th Street Yard, Philadelphia.



Lorraine M. Policelli, the daughter of F.A. Policelli, a car foreman at Boston.



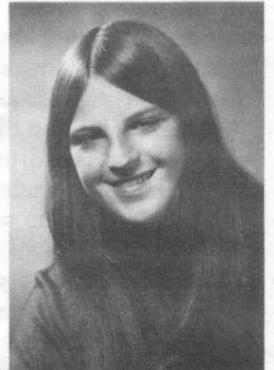
Keith L. Powell, son of D. R. Powell, assistant secretary at Philadelphia.



Charles Prezzia, son of P.D. Prezzia, locomotive engineer at Midland, Pa.



James M. Quinn, son of the late J.M. Quinn, a brakeman at Philadelphia.



Barbara Ramsey, daughter of Ethel P. Ramsey, a secretary, Columbus, O.



Michael A. Roche, son of J.P. Roche, captain of police at New York City.



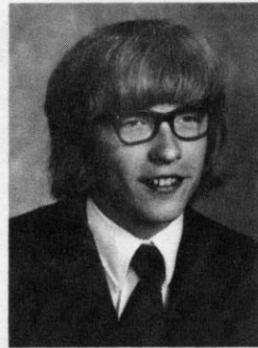
Walter J. Roth, son of Albert Roth, senior car control analyst, System.



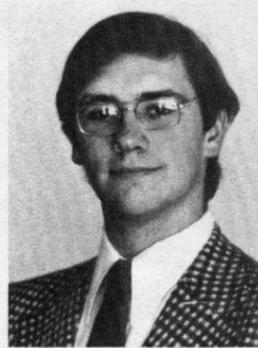
Robert M. Seroka, son of L.A. Seroka, a clerk at Erie, Pa., Western Reg.



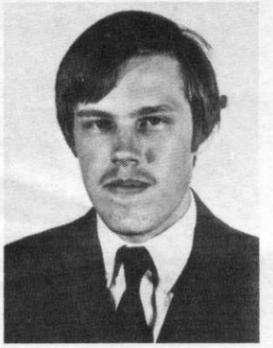
Ronald L. Seroka, son of L.A. Seroka, a clerk at Erie, Pa., Western Reg.



Robert M. Slavens, son of C.E. Slavens, a freight agent at Lordstown, O.



Michael P. Sponseller,\* son of W.J. Sponseller, assistant chief engineer.



Mark J. Szafara, son of Casimir Szafara, locomotive engineer, Phila., Pa.



Jodi R. Taylor, daughter of the late H.N. Taylor, conductor, Ft. Wayne.



Gertrude Travitt, daughter of Elizabeth Travitt, info. clerk, New York.



Mary E. Wisely, daughter of the late W.E. Wisely, conductor, Philadelphia.



Kimber Work, daughter of R.M. Work, electronics specialist, Selkirk.



Rosanne, the daughter of Madeline Wyleczuk, lounge attendant, N. Y.

H.R. 15301  
S. 3612



## To Save the Railroad Retirement Fund

**R**ailroad Labor and Management have joined in urging Congress to pass a new law to solve the serious financial trouble facing the Railroad Retirement Fund.

For years, the Fund has been paying out more in benefits than it receives in taxes.

On its present course, the Fund will be bankrupt — wiped out — in less than ten years.

To avert this crisis, a Joint Labor-Management Committee drafted a set of proposals which have been incorporated in a proposed "Railroad Retirement Act of 1974." This legislation is identified in the House of Representatives as H.R. 15301. In the Senate, its number is S. 3612.

The Act is designed to (a) put the Railroad Retirement Fund on a sound financial basis; (b) preserve recent improvements in benefits and taxes; and (c) make additional improvements.

"Rail unions are urging all members and retirees to write their Congressmen in support of quick adoption of H.R. 15301," reports Labor, national newspaper of 14 unions. "Similar letters should go to the U.S. Senators from your state in support of the identical Senate bill, S. 3612."

The newspaper of the United Transportation Union reported, "UTU has launched a campaign to drum up support for the legislation in Congress."

The magazine of the Brotherhood of Railway and Airline Clerks stated, "We will once

again be calling on BRAC members to demonstrate their support of this program by letters, telegrams, telephone calls. . ."

The newspaper of the Brotherhood of Locomotive Engineers urged, "Tell your Congressman that you want him to vote 'yes' on H.R. 15301."

William H. Dempsey, chairman of the National Railway Labor Conference, which negotiates on behalf of the railroad companies, testified in favor of the proposed new law before the Commerce Committee of the House of Representatives.

He declared that protection of the Railroad Retirement Fund is "of the highest importance" to the railroads, employees, retirees, and members of their families.

A key point in the proposed law is the phasing out of dual benefits. Dual benefits — that is, two pension checks — are received by retirees who have worked a prescribed number of years on a railroad and also in an industry under Social Security.

Dual benefits are the biggest single drain on the Railroad Retirement Fund. Here's why:

The Social Security formula was set up so that a person with a relatively short span of service or a relatively low level of wages will receive a relatively generous pension. The purpose was to give special help to people at the bottom of the income scale.

But this feature can mean a "windfall" for a railroad employee who has worked for a limited time in an industry under Social Security: His two pension checks can add up to more than is received by a person who has the same amount of service but entirely on the railroad or entirely in another industry.

This extra payment has to come from somewhere. Under present law, the Railroad Retirement Fund bears this ex-

ceptional expense.

To date, these "windfall" benefits have depleted the Fund by about \$4 billion.

This is a major cause of the Fund's financial crisis.

Labor and Management have agreed that, to save the Railroad Retirement Fund from collapse, dual benefits must be phased out.

The proposed new law so provides.

However, it protects those who are already entitled to dual benefits. Here are the details:

1. Retired employees who are now receiving dual benefits would continue to do so for the rest of their lives.

2. Active employees who, by January 1, 1975, will have worked long enough under Railroad Retirement and under Social Security to qualify under both systems would receive dual benefits when they retire.

3. Active employees who do not have sufficient service by January 1, 1975, to qualify under both Railroad Retirement and Social Security would not receive dual benefits when they retire. They would receive a single benefit based on their total service, railroad plus non-railroad.

Meanwhile, dual benefits currently being paid are continuing to drain the Railroad Retirement Fund. The proposed new Act would relieve the Fund of this burden.

The Act contains other elements important to railroad people:

1. In recent years, Congress has voted increased retirement benefits amounting to 52 per cent. These increases are temporary, set to expire December 31, 1974. The Railroad Retirement Act of 1974 would make them permanent.

2. Employees who retire at age 60 with 30 years' service would qualify immediately for

their Railroad Retirement supplemental annuity as well as their regular pension. At present, these retirees have to wait until age 65 for the Railroad Retirement supplemental annuity.

3. Wives of employees who retire at 60 with 30 years' service would also begin receiving a full pension at 60.

4. If an employee with less than 30 years' service retires at 62 (with a reduced pension), the wife could also receive a reduced pension when she is 62. At present, she must wait till her husband reaches 65 before she receives a pension.

5. Benefits to widows and other eligible survivors, which now are not less than 110 per cent of the benefit that would be paid if the employee had worked under Social Security, would be raised to not less than 130 per cent.

6. Cost-of-living increases would go into effect for Railroad Retirement beneficiaries in 1977, 1978, 1979 and 1980.

7. Last year's reduction in the employee's Railroad Retirement tax rate — which meant increased take-home pay of \$600 a year for most — would be made permanent.

Railroad people, active or retired, may want to express their views on this proposed legislation in letters to their Congressmen and Senators.



