

PENN CENTRAL

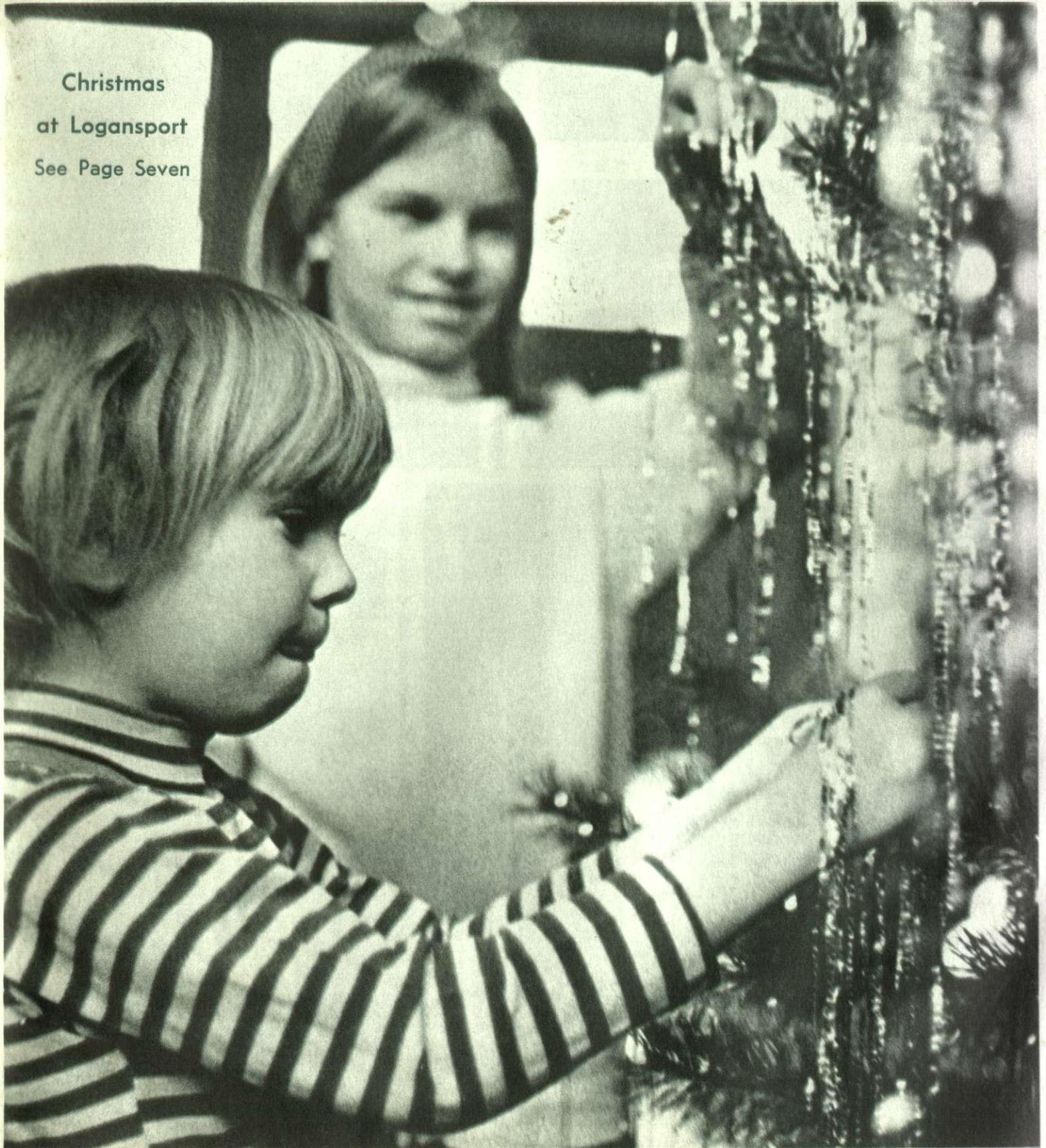


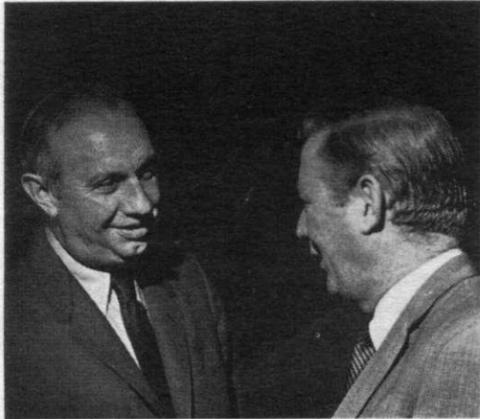
POST[®]

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

DECEMBER 1970

Christmas
at Logansport
See Page Seven





William H. Moore, President of Penn Central, discussing freight revitalization program with Penn Central employee.

"If I didn't think Penn Central was going to make it, I wouldn't have taken the job."

* * * *

"I want the shippers of this country to know one thing: We need and want your business. And we're going to prove to you that we can give you the kind of service and efficiency you've been demanding."

* * * *

"We must renew our determination to stick to schedules. I intend to see that our trains run on time. We are determined to restore the confidence of our shippers, win their respect and earn the privilege of carrying more of their shipments."

* * * *

"The appointment of trustees and the selection of a new president bring no new magic into the picture. The railroad must do a better job than ever before. Fortunately, Penn Central people have better tools than ever before to work with. New yards, among America's finest. Major upgrading of older yards. Many new cars and locomotives. Modernized repair shops. New track-work machinery. Expanded use of computers. Innovations in marketing. New transportation techniques."

* * * *

"Everyone who works for Penn Central, regardless of his job, should realize that he is a service salesman. We can sell our service by improving the quality of our own performance, and our teamwork with others."

These are some statements by William H. Moore, the new President of Penn Central Transportation Company, as he traveled across the 20,000-mile Penn Central System, meeting in key locations with employees, shippers, public officials and the press.

You'll hear a great deal more from Mr. Moore.

And Bill Moore wants to hear

from you. Each Penn Central freight sales representative is instructed to write a report of every customer complaint so he can personally see it and do something to prevent a recur-

rence. "I am not going to sit here and listen to shipper complaints for very long," Mr. Moore said. "And that won't be because I'm going to stop listening. It's going to be because shippers are going to stop having reason to complain."

Penn Central is a revitalized railroad. Give us your business. We'll move it.

And that's a promise!



PENN CENTRAL

This advertisement is appearing in trade publications read by freight shippers. In these words the Railroad's President solicits their business and pledges to provide superior service.

He can carry out this pledge if Penn Central people back him up with the efficient, courteous and reliable performance that wins customers and keeps them.

STRETCHED BOXCARS

STRETCH FIVE MILES

Here's a gleaming string of rebuilt boxcars coming out of Penn Central's shops at Beech Grove, Ind.

Each of these cars was originally 40 feet long. They're each now 50 feet long. The Beech Grove men did this magic by cutting the cars in half and inserting new center sections.

The men of Beech Grove are long-time specialists in this type of renovation. During the past five years they have performed the stretch act on more than 4000 boxcars.

Stretching the cars increases the cubic capacity by 25 percent, permitting heavier loading by shippers. Extra-wide doors make possible fast loading and unloading

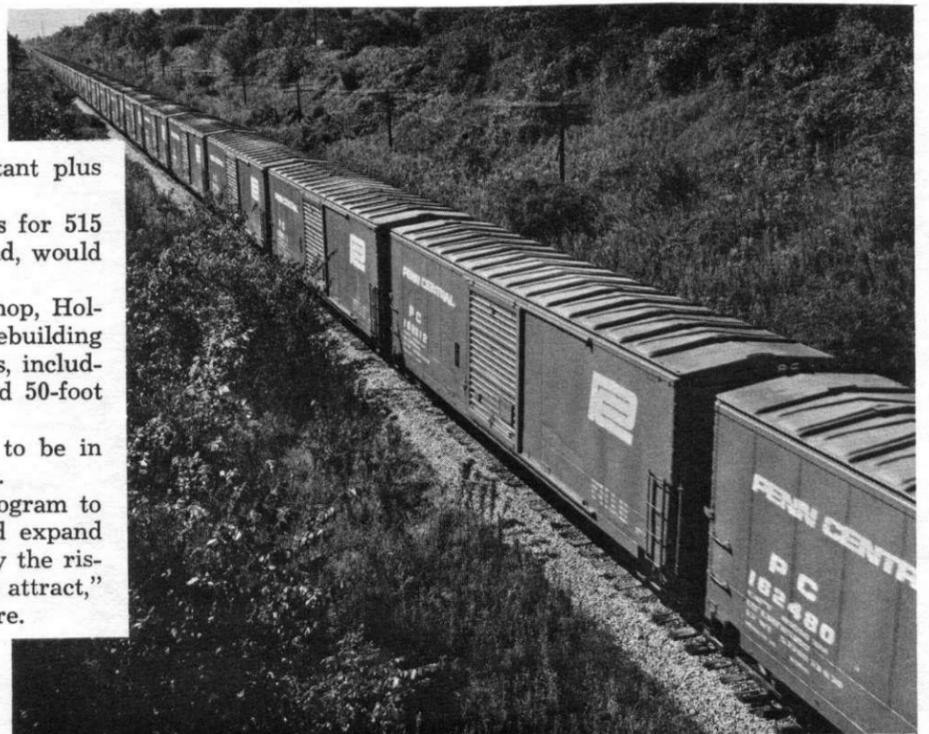
with fork-lift trucks, an important plus for economy-minded customers.

The current car program calls for 515 cars like these, which, end to end, would stretch almost five miles.

Meanwhile, at Samuel Rea Shop, Hollidaysburg, Pa., PC men are rebuilding and modernizing 643 freight cars, including 52-foot gondolas and 40- and 50-foot boxcars.

All these cars are scheduled to be in service before the end of the year.

"This is a first step in our program to improve service to shippers and expand our capacity to handle efficiently the rising volume of freight we hope to attract," said President William H. Moore.



A nationwide problem:

POLLUTION

Here are PC men doing something about it

You'd think it was a TV commercial:

Hungry bacteria, like the enzymes in detergents, gobbling up oil and grease spots. . . .

It's what's happening in a new experiment by Penn Central people

to control pollution of the soil around locomotive fueling stations.

"These bacteria have an odd characteristic—they eat oil," explains Frank L. Manganaro, PC's manager of environmental control.

"You spread them on oil spots, and the bacteria change the oil into a soluble protein that is washed away by the rain. It won't hurt the fish in nearby streams. It's so harmless, in fact, that you could eat it without ill effect.

"And the bacteria themselves are harmless to humans, animals and plants."

You get into all kinds of strange things when you're a manager of environmental control.

This position was established on the Penn Central six months ago—a first on American railroads. It reflects the growing awareness that all industries and citizens must get into the act to prevent mankind from polluting itself out of existence.

But anti-pollution efforts are not new on Penn Central. Over the past 10 years, for example, the Railroad has spent an estimated \$10 million on measures to prevent discharge of petroleum and other wastes into streams and rivers.

"Railroads cause far less pollution than most industries, but we want to do a better job than we've been doing," Frank Manganaro says.

"And we're already making important strides."

He works with scientists from the Penn Central Research Laboratory at Cleveland, Ohio. Doing the bacteria tests were James C. Story, manager of bioengineering research, and Robert T. Noonan, chief chemist.

Their fellow scientists jokingly called them Bugman One and Two.

The bacteria, called *Desulpho Vibrio*, were considered nothing but nuisances ten years ago. They got into fuel tanks, clogging filters and causing leaks. The railroad scientists developed a chemical way of



F. L. Manganaro shows cut-away view of new fueling nozzle which prevents oil drip.

getting rid of them.

Now the bacteria have suddenly become good guys, and are being put to work in the war against oil pollution of the ground.

"But that's only part of our tactics," says Mr. Manganaro. "We're also developing methods to prevent oil from getting into the ground in the first place."

One method is being tested at the locomotive fueling station in Collinwood Yard, Cleveland. Max A. Ferguson, Penn Central civil engineer, places plastic trays that catch any spilled oil and funnel it to a collection point, where it can be taken out and used.

Another device is an improved type of nozzle to prevent dripping from hoses when fueling diesel locomotives. A training program on proper use of hoses and nozzles is now being conducted for employees at Penn Central's diesel "service stations."

Mr. Manganaro's anti-pollution campaign sends him roaming all over the railroad. Fortunately he is by nature a hustling type—a ruddy-faced 195-pounder, who keeps in trim by swimming and water-skiing. He once played semi-pro football, and got a bid to play with the Detroit Lions—"but my father talked me out of it."

For 11 years he did fire prevention work for the National Aeronautics and Space Administration and the Republic Aviation Corporation, working on the Apollo project. He

developed techniques for fire-fighting crash crews and a protective water curtain used by the Air Force to surround fuel storage areas. He joined the railroad six years ago as manager of fire prevention and protection, and still handles this assignment in addition to his anti-pollution work.

He and his associates investigate any reports of violation of pollution laws on the Railroad. If they find the charge is true, they take steps toward correcting the condition. If they find it isn't true, they round up evidence to prove their point.

Penn Central was charged with oil seepage from a diesel fueling station into the Hudson River at Harmon, N.Y. The railroad agreed it was responsible, and corrected the situation.

But at another place, where the railroad was charged with polluting a river, Mr. Manganaro and his associates proved that the oil came from another company.

A PC coal dock recently was blamed for air pollution. Scientists from PC's Cleveland lab collected air samples and showed that the source was not the coal dock but a nearby power plant.

"Fighting pollution is a long, tough battle," declares Frank Manganaro.

"But we have a strong incentive. The environment belongs to all of us, railroad people as well as everybody else. It's up to all of us to take care of it."



James C. Story gathers samples of earth to determine any seepage of diesel oil.

Explorers on the rails

Explorers are a teenage extension of the Boy Scouts.

They're youths of high school age who want to learn, to build, to make a contribution to their country.

Some Explorer posts specialize in one career field, and are sponsored by an industry, business, or professional society.

Now here's an Explorer post de-

voted exclusively to the study of railroading.

It's the first of its kind in the country.

It went into action recently at the Penn Central shops in Beech Grove, Indiana. Shop personnel will guide and instruct the 20 members of Explorer Post No. 680.

"We are extremely grateful to

Penn Central officials and employees for sponsoring this very worthwhile and highly educational activity," said Robert W. Seymour, district executive of Scouting's Central Indiana Council.

To get the post started, shop employees donated \$250. The money was presented in their behalf by Gordon L. Zeider, general superintendent of Beech Grove Shops.

"The world of railroading is a progressive, highly sophisticated industry in need of talented young men," Mr. Zeider said.

"We feel that our program will give the boys a good taste of railroading, and perhaps spark their interest in railroading as a professional career."

Elton H. Geshwiler, Beech Grove's mayor, lauded the program.

The shop employees were presented with a plaque from charter members of the post, in appreciation for their interest and assistance.

Iron Horsemen

Ever hear of the Ferro-Equinological Society?

That, friends, is Latin for Iron Horse.

It's the name chosen by a group of railroad enthusiasts at Franklin and Marshall College, at Lancaster, Pa.

Recently they visited the diesel locomotive shop at Altoona, Pa. Later the secretary, Peter Rickershauser, wrote a letter of appreciation:

"Our guide, Mr. L. E. Shuffstall, was very friendly, considerate and informative, as were all other Penn Central employees we came in contact with. Penn Central personnel struck us as efficient and businesslike. The shops were clean, the morale appeared good. We had, at day's end, only praise for the Penn Central we witnessed at Altoona and Juniata."



LOSS: \$6,000,000 PER WEEK

Penn Central Transportation Company lost \$233,691,000 in the first nine months of 1970. That was an average loss of approximately \$6,000,000 each week. The figures were reported to the United States District Court by the Company's four Trustees.

Railroad revenues were actually higher than last year. But expenses, including wages and supplies, increased far more. The result was that the loss in nine months of 1970 reached \$233,691,000, compared with \$49,032,000 in 9 months of 1969.

THE FIRST NINE MONTHS OF 1970

These were the sources of income

REVENUE from freight, passenger, mail, express and other operations	\$1,277,465,000
DIVIDENDS and other payments from subsidiaries, such as Pittsburgh and Lake Erie and other railroads, trucking companies, and the Pennsylvania Company, which receives dividends from subsidiary real estate companies	24,130,000
PROFIT on sales of real estate and other investments	17,776,000
OTHER INCOME—from railroad-owned hotels, rents from tenants in railroad-owned office buildings, concessions in passenger stations, parking lot fees, interest on securities held by the Railroad	25,970,000
Total amount of income	\$1,345,341,000

These were the expenses

PAYMENTS TO EMPLOYEES in the form of wages, fringe benefits, and contributions by the Railroad to the employees' Railroad Retirement accounts	\$ 837,236,000
COSTS of materials and supplies, use of other railroads' tracks, insurance, loss and damage claims, special services such as snow removal, and other costs	432,363,000
TAXES due to Federal, State and local governments	47,458,000
RENTS for use of cars and locomotives owned by others, and for tracks, yards, stations and other facilities not owned by the Railroad	152,261,000
FIXED CHARGES, which include interest on debts, interest due to railroads which PC leases, and payments for cars and locomotives which the Railroad buys on time	109,714,000
Total amount of expenses	\$1,579,032,000
NET LOSS	\$ 233,691,000

New Appointments

SYSTEM OFFICES
Sales & Marketing Department
 Alexander, W. E. Manager—Marketing
 Consumer Produce and Waste Material
 Cohea, R. C. Freight Sales Manager—
 Merchandise Traffic, New York
 DeLozier, D. R. Sales Representative, Portland, Ore.
 Halligan, T. P. Freight Sales Manager—Beverages, New York
 Hedden, K. W. Sales Representative, Indianapolis
 Hyberg, B. T. Asst. Director—Pricing Staff
 McSherry, T. A. Director—Administration
 Sanders, M. S. Asst. Manager—
 Marketing Development Automotive
 Stanley, J. J. Manager—Pricing
 Strunk, T. L. Office Manager, Louisville
 Varnell, O. P. Manager—Staff Services

Systems Development Department
 Dooley, B. M. Associate Computer Analyst
 Edwards, C. D. Sr. Business Systems Consultant
 Jablonski, E. J. Associate Systems Analyst
 Johnson, W. W. Manager—Systems Development Administration
 Kessler, G. A. Director—Systems
 Development Administration and Standards
 Macri, A. C. Accounting Specialist
 Taylor, C. F. Associate Computer Analyst

Engineering Department
 DiSante, A. V. Maintenance of Way Analyst
 Glickenstein, H. M. Sr. Design Engineer—
 Communications and Signals
 Journey, C. W. Stenographer—Clerk
 McMeen, W. J. Chief Operator—Detector Car
 Powdzki, K. C. Agreement Engineer

Security Department
 Lowry, W. F. Inspector—Special
 Investigations, New York
 Morgan, H., Jr. Inspector—Special
 Investigations, Philadelphia

Claims Department
 Kelly, R. J. Asst. Chief Claim Agent,
 Cleveland
 Watterson, C. W. District Claim Agent,
 Cleveland

WESTERN REGION
 Hammye, W. L. Examiner, Toledo
 Pattison, R. K. Director—Administration
 Rose, J., Jr. Asst. Supervisor—
 Personnel, Cleveland
 Skiba, D. J. Asst. Industrial Engineer

Chicago Division
 McCullough, D. R. Terminal Trainmaster, Elkhart
 Neal, R. G. Transportation Analyst
 Nussrallah, J. R. Asst. General Foreman—Car
 Young, R. H., Jr. Trainmaster, Elkhart

Cleveland Division
 Crowl, S. A. Trainmaster (Night), Rockport
 Hahn, J. L. Road Foreman
 Kilrain, D. C. Trainmaster, Kinsman Street
 Lustig, S. H. Transportation Supervisor
 Reed, J. E. Trainmaster, Riverbed Yard

Fort Wayne Division
 Cheeseman, R. W. Master Mechanic
 Deeds, H. J. Asst. Division Engineer
 Tedrow, D. W. Asst. Trainmaster, Marion

Toledo Division
 Diviney, D. L. Asst. Engineer

SOUTHERN REGION
St. Louis Division
 Perry, H. D. Supervisor—
 Communications and Signals
 Ziegler, R. H. Supervisor—Structures

CENTRAL REGION
 Pergrin, D. E. Director—Administration
 Strohl, B. L. Asst. General Manager—Operation

Allegheny Division
 Naylor, W. W. Supervisor Track, Lewistown

Williamsport Division
 Rudy, G. A. Material and Equipment Engineer

EASTERN REGION
 Baer, H. E. Construction Inspector
 Catching, W. R. Director—Administration
 Davidson, W. L. Superintendent—
 Labor Relations and Personnel
 Fossett, N. J. Asst. Examiner—
 Labor Relations and Personnel
 O'Donnell, R. J. Examiner—Labor
 Relations and Personnel
 Robins, J. G. General Manager—Operations
 Selfe, J. E. Asst. Industrial Engineer
 Slater, R. J. General Superintendent—
 Transportation
 Swift, F. L. Asst. General Foreman—
 Locomotive, Enola

Philadelphia Division
 Lyons, P. J. Supervisor Structures
 Pekasiewicz, A. J. Asst. Supervisor Structures
 Seaman, G. R. Trainmaster, Morrisville

Harrisburg Division
 Siegrist, R. H. Transportation Supervisor
 Staplin, D. E. Asst. Supervisor Track
 Stiles, F. W. Asst. Trainmaster, Shiremanstown
 Stout, P. K. Transportation Supervisor, Enola
 Talbot, F. C. Trainmaster, Lancaster

Chesapeake Division
 Autro, C. W. Road Foreman
 Clair, C. G. Asst. Supervisor Track, Chester

New Jersey Division
 Simpson, H. Road Foreman

Philadelphia Commuter Area
 DiCiocco, M. C. Asst. Supervisor Stations

No better reply

She was at Penn Station, New York, purchasing a ticket for a trip to Richmond, Va., on a later date. She saw the redcap captain, Mercer E. Eaton, and mentioned the problem she might have with luggage.

He wrote down her name—Mrs. G. C. Dougherty—and the departure date, and told her all she need do was to announce her name when she came to the station on the day of her trip.

Sure enough, as soon as a taxi driver delivered her at the ramp, and called out her name, a redcap stepped forward.

"He was George P. Clark, Number 23," she wrote. "His thoroughness reflected his 'boss,' Mr. Eaton. He arranged a meeting place in the station, after assuring me that my luggage was secure. From there on everything was a breeze.

"Wherever I went, I told this fabulous story.

"When thanking Mr. Eaton, his reply was: 'We try to do our best.'

"No official of the Penn Central could have given a better reply."

New Future for Passenger Service

The passenger picture has suddenly brightened.

Washington is stepping in to preserve intercity service. It is authorizing new financial aid for commuter service. The states of New York and Connecticut are contracting to sponsor their commuter services. The TurboTrain may be getting a new lease to keep it running.

Rarely have there been so many important developments in rail passenger service.

Here is the story, in five parts.

1. New Federal Corporation

Congress has approved and President Nixon has signed a bill creating the National Railroad Passenger Corporation.

This new agency will take over all or most of America's intercity rail passenger services (not including commuter trains).

The first step will be for the U. S. Department of Transportation to decide the routes needed for a basic national passenger system.

The new corporation will then draw up contracts with individual railroads to provide this service at a fee.

Each railroad's own employees will run the trains and will draw their paychecks from their railroad, as at present.

"We commend the Congress for enacting legislation to establish a National Rail Passenger Corporation," said President William H. Moore.

"We are ready to cooperate."

The U. S. Department of Transportation is already preparing the list of routes it considers to be required to meet the country's needs. Local and state officials and other interested parties will have an opportunity to suggest changes in the list. Then, in January, John A. Volpe, Secretary of Transportation, will make the final decision.

The corporation will take charge of the service on May 1.

After that, the participating railroads will be relieved of the financial losses they have been having in passenger service. But they will have to pay to get in on the program. Each railroad will have to contribute an amount based on what it has been losing on passenger service. The contribution will be in cash or in passenger equipment or in service.

In return, the railroad may either take common stock in the new corporation or a tax deduction for the

amount of contribution it has made.

The corporation will have 15 directors. Eight will be chosen by President Nixon, with the consent of the U. S. Senate. Three will be elected by the railroads holding common stock. Four will be elected by the owners of preferred stock—which will be offered for sale to the general public.

Congress granted \$40 million to get the corporation started. It authorized the corporation to borrow up to \$100 million, with Government guarantees, to modernize equipment and upgrade roadbeds. In addition, Congress authorized guarantees of \$200 million in loans for railroads that want to participate in the new program but are short of cash.

The aim of the new corporation will be not only to preserve and improve service but to make a profit and pay dividends to its stockholders. After July 1, 1973, the corporation will be allowed to drop trains that lose money. However, it will continue money-losing trains if a state or local government believes the trains are necessary and is willing to make up at least two-thirds of the losses.

Secretary Volpe applauded this action of Congress "to revitalize intercity rail passenger service."

"This act envisions a national system of intercity passenger service as a means of transportation superior in terms of speed and convenience to that offered today, and of the quality currently being provided by the Metroliner between New York and Washington," he said.

Thomas M. Goodfellow, president of the Association of American Railroads, said: "The question is not whether America's railroads can help in the massive job of moving people. We know they can, once there is recognition of the financial problems involved."

2. Funds for Commuter Lines

President Nixon has signed a new law providing funds to help big-city areas improve commuter services.

The new law, called the Urban Mass Transportation Assistance Act, authorizes the Government to make grants and loans up to \$3.1 billion during the next five years.

The money would go to cities and other local governmental agencies, which would use it to preserve and improve railroad, bus and subway service.

The grants would be on a matching basis. The city or other local agency would put up one-third of

the cost, the Federal Government two-thirds.

The grants would be mainly for new rolling stock—railroad cars, subway cars or buses. The loans would be for land and stations.

President Nixon, in signing the new law, said it would enable the United States "to meet the challenge of the urban frontier just as we did the challenge of the western frontier in the last century."

He said the legislation was moved through Congress with full support by both parties and with the cooperation of railroad Management and Labor.

3. Aiding New Haven Service

The states of New York and Connecticut have signed agreements to take over commuter service on the line between New York City and New Haven, Connecticut, on

January 1.

This stretch of Penn Central line serves about 25,000 commuters a day. It has been a heavy money-loser, like all the Railroad's commuter



The new commuter pact for the New Haven line is signed by President William H. Moore. With him are State Senator Anthony B. Gioffre, Governor Rockefeller, and William J. Ronan, of Metropolitan Transportation Authority (New York Times photo.)

lines.

The agreements, which still must receive the approval of the Interstate Commerce Commission, provide the following:

The Connecticut Transportation Authority will lease 106 miles of the line within the state's boundaries.

The Metropolitan Transportation Authority, a New York State agency, will buy 14 miles of the line, from the Connecticut border south to Woodlawn Junction, N. Y.

Both states will pay a rental for the tracks from Woodlawn Junction to Grand Central Terminal.

Penn Central Transportation Company will operate the service for a fee of \$100,000 a year.

PC employees will continue to run the trains and maintain the equipment.

The two states will receive all the fares and will make up any losses on the service.

The states expect to receive Federal funds to help them buy 144 new high-speed commuter cars. They will also improve stations, tracks and other facilities.

William H. Moore, president of Penn Central Transportation Company, hailed the signing of the new service contract as "the beginning of a new era in public transportation."

"New York, under Governor Rockefeller, and Connecticut, under Governor Dempsey, long have recognized that commuter rail service is, in fact, a public service, and retention and improvement of this operation requires public support," Mr. Moore said.

"Every community and every person will benefit from better transportation facilities. The dollars spent on public rail transportation are today's best buy."

4. Aiding New York Service

In addition to the New Haven line, there are two other major commuter lines funneling north from Grand Central Terminal, New York: The Hudson Line runs 72 miles to Poughkeepsie, N. Y.; the Harlem line runs 77 miles to Dover Plains.

The Metropolitan Transportation Authority has signed a letter of



At Hartford, Conn., commuter pact is signed by Chairman Frank M. Reinhold, Conn. Transportation Authority, with Governor Dempsey's approval (UPI photo.)

The two states' transportation authorities, Mr. Moore said, "will be able to do things that are beyond the financial ability of Penn Central or any private enterprise."

"Special credit must be given Governor Rockefeller and Dr. William Ronan (chairman of the Metropolitan Transportation Authority) for their vigorous support of better mass transportation and for their cooperative efforts which have led to this pact—a pact that could set the precedent for many metropolitan areas of the United States."

intent to take over these two lines; and the four Trustees of Penn Central Transportation Company have agreed.

The tentative agreement has been given approval by U. S. District Judge John P. Fullam, who is in charge of the reorganization of the Company. It also requires the

Continued on Page Five

Continued from Page Four
 approval of New York State's departments of transportation, and audit and control.

The two lines serve about 40,000 commuters daily.

The agreement provides that the Metropolitan Transportation authority would lease these two lines at \$1 a year. It would pay Penn Central Transportation Company a

fixed fee of \$125,000 a year to operate the service; and a rental of \$600,000 a year for Grand Central Station.

PC employees would run the trains and maintain them.

The Authority would buy 80 new cars and lease them to the Railroad.

The Authority would receive all the fares and pay all the expenses of the service.

5. Continuing TurboTrain

The experimental runs of the TurboTrain between Boston and New York were scheduled to end on October 22. But an announcement by President Richard M. Nixon has given the program a new lease on life.

The President said the runs will be continued in hopes that "within approximately three months, the Department of Transportation and its Federal Railroad Administration will be able to consummate an agreement with the United Aircraft Corporation and the Penn Central Railroad to develop an expanded demonstration."

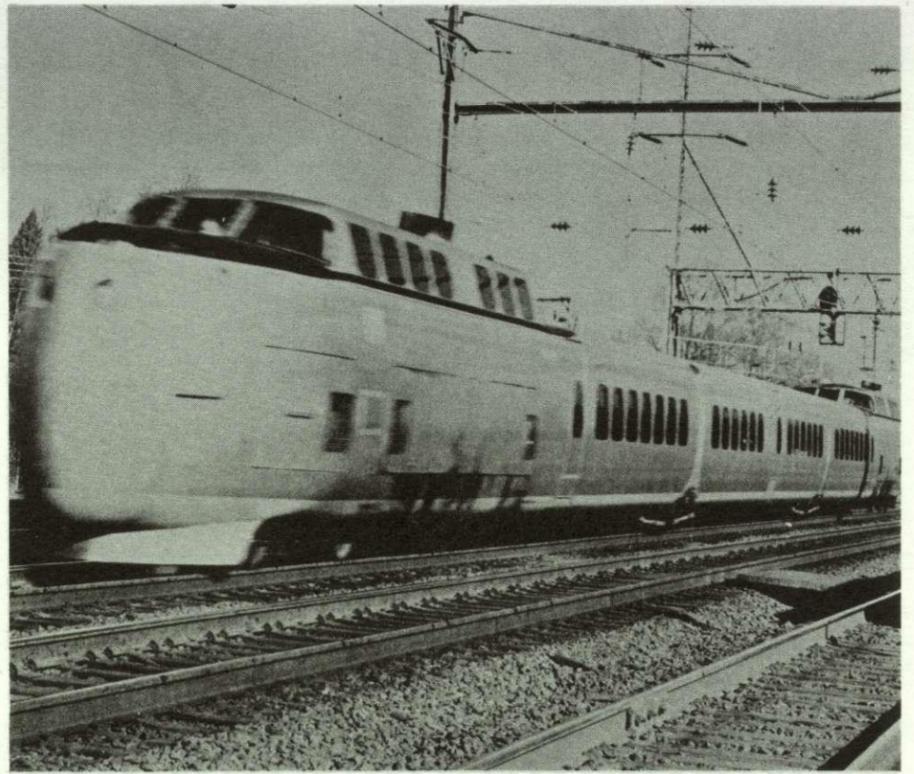
United Aircraft owns the two

TurboTrains.

The service had been provided as an experiment to determine the efficiency and appeal of these ultra-modern trains, which are powered by aircraft-type engines and have other advanced features.

Penn Central Transportation Company has been operating Turbo-service under a two-year contract, which expired October 22.

"In addition to conducting a successful experiment, proving that new, clean, fast, safe trains will be used by the traveling public," President Nixon said, "we have also provided a service that has come to be accepted, used and counted on.



"It is an experiment that succeeded to the point where it is now almost a necessity."

He added that an extended

demonstration program might involve additional cars as well as changes in design to improve the dependability of the trains.

They didn't forget Eddie Sholtis

They were climbing up the walls . . . over the roof . . . in and out the windows.

Wild party?

Nope—just a lot of railroaders helping out a fellow railroader who's down on his luck.

More than 40 Penn Central people gave up a free Saturday to repair and paint the home of Edward Jon Martin Sholtis, a passenger conductor, retired on disability.

He was stricken with acute rheumatoid arthritis in 1956, and has been confined to a hospital bed or a wheel chair ever since.

"A wonderful guy," says Betty Kendler, who works as a passenger trainman on the New Jersey Division. "I've known him all these years and he's never lost his warmth, friendliness and good humor.

"A lot of railroaders stop by from time to time to cheer him up. But he gives them a lift."

Visitors noticed that Mr. Sholtis's home, in Bay Head, N.J., was getting run down. It hadn't been painted or repaired in ten years. Gutters and down spouts were rusted. Termites



They once worked trains with Eddie. This day Trainman Karl Kise and Conductor Jack Phillipson repair his back porch.

had wrecked the back porch.

Betty Kendler and Passenger Conductor Jack Phillipson decided to do something.

They lined up volunteers. They obtained 12 gallons of excess paint from Penn Central. The Monmouth-Ocean County Development Council donated lumber. Nearby stores contributed a porch roof and a TV antenna. Other materials were donated by railroaders.

At 8 a.m., on a sunny Saturday, the PC people began trooping in. They came from New York City, Long Island, Woodbridge, Trenton, Philadelphia and other cities.

Conductor Frank Ernest, who works on Metroliners, started putting in windows.

Richard Velotti, a trainman between New Brunswick and New York, and Robert Jones and John Murphy, of the North Jersey Shore route, started roofing the porch.

William Dinwoodie, a trainman, painted the bathroom.

Al Ullis, a conductor on New Brunswick locals, painted the hallway. "Eddie and I started railroad-ing together in '42," he said.

By the end of the day, the railroaders had painted the whole house, inside and out, and finished the necessary repairs.

Eddie Sholtis beamed at them.

They remember Eddie Sholtis as a tall, rugged-looking man.

Before starting on the Pennsylvania Railroad, he had been a semi-pro football player, and a lifeguard. He studied singing, hoped to become a Metropolitan Opera baritone.

Illness put an end to that.

"A lot of commuters have never forgotten Eddie Sholtis," said Betty Kendler.

"Neither have a lot of railroaders."



Everyone lends a hand in the long-overdue repairs to Eddie's home in Bay Head, N.J.

Vandalism? No—altruism.

Youngsters armed with brushes and white paint made a mess of an innocent Penn Central diesel at Chicago.

They daubed their names, slogans and cartoons, while news photographers recorded the weird scene.

The purpose? To publicize Chicago's annual Crusade of Mercy, which raises money for city-wide charities.

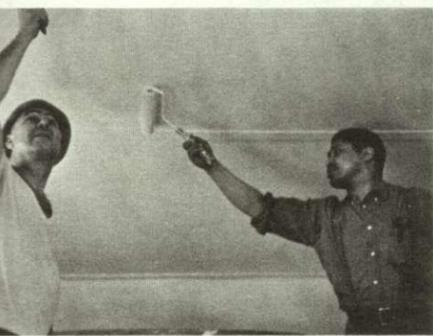
The youngsters were sons and daughters of Penn Central employees. After they messed up the locomotive enough for publicity purposes, PC painters covered it with a clean, all-over

white. The Crusade of Mercy emblem was put on the front.

Then the diesel spread the fund-raising message as it traveled about in its regular switching chores.

Robert E. Sullivan, general superintendent of transportation in PC's Western Region, explained that the railroad's financial situation prevented it from making a corporate gift this year.

"So we decided to use this method to help the campaign by encouraging contributions among our personnel and the general public," he said.



Conductor Joseph Riether came from Philadelphia and Trainman Barnett Wallace from New York to help an old friend.



Eddie Sholtis gets a progress report from Conductor Jack Phillipson, Trainman Betty Kendler and Mrs. Sholtis (at rear).

OPEN LINE

REPORTS FROM ALL OVER

Railroads' needs—It is high time the Government began treating railroads the way it treats the railroads' competitors—airlines, truck lines and barge lines—which benefit from billions of dollars of Government expenditures each year.

So declared George A. Smathers, general counsel for America's Sound Transportation Review Organization (ASTRO).

Addressing the Western Railway Club in Chicago, Mr. Smathers pointed out that nearly a third of the 71 major railroads ended 1969 with a net loss, and the industry's rate of return fell to the lowest level since the Depression.

"And at the end of the first six months of 1970," he said, "40 of the 71 major railroads had deficits in working capital."

Mr. Smathers urged Federal guarantees of railroad loans to improve rights-of-way and to purchase locomotives and freight cars. He proposed that a transportation fund be set up to aid all forms of transportation equally. He also urged that Congress outlaw any state tax laws that discriminate against railroads as compared with other industries.



Giant eye—This steel container protects a 17½-ton mirror manufactured by Owens-Illinois at Toledo, O. The mirror, made of Cer-Vit glass, is 158 inches in diameter, making it the second largest telescope mirror in the world. Penn Central people gave it careful handling. The photo shows a check of the bracing at Indianapolis, as the mirror headed for Tucson, Ariz., where it will go through two years of grinding and polishing. Then it will be shipped to Chile for installation in a mountain observatory, giving a new view of the heavens.

Boost for safety—Figures for the first nine months of 1970 show a System-wide reduction of 8½ percent in the rate of employe injuries. "This is a very encouraging improvement," said Joseph A. Bonelli, manager of safety. "It shows there is increased attention to safe work practices and compliance with time-tested safety rules."

Among Penn Central's 23 divisions, Canada Division is first with only one lost-time injury during the first nine months. The other divisions, ranked from the lowest injury rate to the highest, are:

Allegheny, St. Louis, Harrisburg, Pittsburgh, Columbus, New Haven, Williamsport, Cincinnati, Chesapeake, Indiana, Boston, Fort Wayne, Syracuse, New Jersey, Michigan, Toledo, Chicago, Buffalo, Cleveland, Philadelphia, Valley, Detroit.

Mr. Perlman's new job—Alfred E. Perlman has been named president of the Western Pacific Railroad, effective December 1. Mr. Perlman was president of the New York Central at the time of the merger. He became president of the merged Penn Central and was later named vice chairman.

To improve Metroliners—The U. S. Department of Transportation is making plans with Penn Central for a research and development program to improve the reliability, maintenance efficiency and comfort level of Metroliner trains.

Criminal negligence—An 18-year-old New York youth was found guilty of criminal negligence in the fatal shooting of George Burns, a Penn Central passenger trainman, last year. This is the lowest degree of homicide, carrying a maximum penalty of four years in prison. The youth admitted he was holding the .22-caliber rifle that fired as Mr. Burns' train was pulling into the 125th Street Station in New York, but he said the rifle went off accidentally.

The vandalism problem—Teenagers in Manhattan continue to harass PC trains with rocks, slingshots, target pistols, iron bars, bottles and other missiles. An article in the *New York News* calls the problem "teenage guerrilla warfare." One train had four windows smashed on a single trip from Grand Central Terminal to North White Plains, N. Y. In an 8-month period, there were 24 cases of youngsters playing "chicken" on the tracks, forcing the enginemen to make emergency stops, jolting passengers.

Railroad police are seeking greater assistance from public authorities in curbing the vandals. They also are urging all employes to notify the PC police department whenever they observe or hear of vandalism.

Savings Association—After the Railroad filed for reorganization last June, there were unusually heavy withdrawals by some members of the Penn Central Employes Mutual Savings Association. This association, which has about 23,000 PC employes as depositors and assets of more than \$16 million, had to suspend further withdrawals. However, depositors continued to have full interest credited to their accounts.

Recently E.M.S.A. signed an agreement providing that the Industrial Valley Bank and Trust Company will acquire the Association's assets and resume and expand banking services. Under the agreement, depositors would be assured of 100 percent return of their deposits, with interest, over a period of years.

The agreement is subject to the approval of qualified members of E.M.S.A., as well as of the Pennsylvania State Department of Banking and the Federal Deposit Insurance Corporation.

Anti-pollution—The Connecticut Department of Transportation has authorized the use of state funds to install anti-pollution measures at Penn Central's power plant at Cos Cob, Conn. The plant provides electric power to trains on the New Haven line to New York.

The big race—Two reporters of the *Philadelphia Inquirer* left their building at the same time, en route to the newspaper's Washington office. One went by Metroliner, the other by plane. Result: The plane rider won by 15 minutes. His total time, including taxis, was 2¼ hours. The Metroliner rider took 2½ hours.

But the plane rider paid a fare of \$20, compared with the Metroliner fare of \$10; and his taxi bills totaled \$8.75, compared with the other reporter's \$2.75.

This trial, the *Inquirer* editorialized, "dramatized the feasibility of making short-haul passenger service competitive with other forms of transportation."



How PC does it—Computer experts from 19 railroads gathered in Philadelphia recently and heard how Penn Central people are extending the use of computers to boost efficiency and customer service. Some of the visitors, who came from as far as San Francisco, inspected PC's Data Center (above) and the Metroliner computerized reservation system which gives faster-than-ever service to customers.

New TrailVan train—TV9M is the newest train hauling loaded truck trailers and containers on a fast schedule from the New York area to Chicago. A 4 a.m. departure from PC's yard at North Bergen, N. J., means PC people can promptly move freight loaded by shippers late in the day or evening. Previously, such freight had to wait 12 or more hours for the next train west.

Publication award—The Penn Central Post has received the Distinguished Achievement Award of the Association of Railroad Editors "for excellence in presenting feature material in a bright and innovative style." The award was made at the Association's annual convention.



In a letter to *Railway Age* magazine, Walter J. Kelley, Jr., PC district sales manager at Phoenix, Ariz., wrote:

"I'm sick and tired of hearing about picking up the pieces of the shattered Penn Central."

"The Penn Central is far from shattered. This railroad has the best sales force in the business, and is looking forward eagerly to getting back on the track and we will do just that."

"The motto here is CAN DO and not WHAT SHOULD WE DO? For all those who come to bury us, I suggest they go out for a short beer while we get reorganized."

D. D. Vuolo, PC freight agent at Morrisville, Pa., attended one of the meetings President Moore has been holding with employes. Later Mr. Vuolo wrote a message to employes in his jurisdiction. Some excerpts:

"We all have gripes and this is healthy, but at this meeting we saw that our new President, Mr. Moore, is willing to listen personally and work towards solving the problems."

"Our giant industry has been crushed under the weight of expansion, capital investments, the tight money economy and inflation, among other pressures."

"With a new leader who is willing to listen and work together with us to solve the problems, we owe it to him, and will benefit ourselves, if we join hands and, with patience and confidence, WORK TOGETHER."

Clifford Harmon Vallone, of Drexel Hill, Pa., writes:

"A relative of mine, employed by Penn Central, hands me his copy of your valued paper after he is finished with it. My attention was invited to your May article on Harmon station. I am virtually sure this station was named for the late Clifford Harmon, the pioneer aviator who established the Harmon trophies for outstanding aviators. My father and he were very good friends, and my father named his first-born son in his honor."

Robert J. Swan, of Long Beach, California, writes:

"Thank you for The Post. All credit to PC for the Metroliner, for the Empire Service goodwill, for saying a good word for trains when the right people foot the bill. You've got a good crew, including your key punchers!"

Penn Central Transportation Company publishes this tabloid magazine for its employes. Address any communications to Penn Central Post, 6 Penn Center Plaza, Phila., Pa. 19104

MANAGER—EMPLOYEE PUBLICATIONS
Joseph Shallit

STAFF WRITER
Joseph K. Harvey

STAFF PHOTOGRAPHER
Nelson M. Stickler

CONTRIBUTING EDITORS

William E. Baird, Pittsburgh
Joseph R. Ewing, Washington
Robert S. McKernan, New Haven
Cecil G. Muldoon, New York
Saul Resnick, Chicago
Farwell C. Rhodes, Indianapolis

CHRISTMAS

... at Logansport, Ind.

Santa arrives early and stays late at Logansport, Ind.

He comes in the afternoon of December 19 to distribute joy and laughter and gifts to the children of Penn Central employees.

Then he sheds his uniform and joins the adults in an evening of dancing, dining and good fellowship.

The double event is sponsored each year by the Penn Central Family Club of Logansport. Santa is Sam S. (Snuffy) Smith, a yard conductor who is hefty enough to play Santa without any artificial stuffing.

Running the show with the help of a bustling committee is Donald C. Shaffer, a freight conductor with 25 years' service.

"It's a lot of work, and a lot of fun," he says.

"And the Christmas party is only one of the many things our Family Club does."

Last July, the club sponsored a beach party for employes and their families at a nearby lake, and about 3000 persons attended. In September, there was a picnic specially for retired employes.

The club sponsors a Little League team, and every few years gives blood via the Bloodmobile.

"Sale of PC jewelry and other methods are used to raise necessary funds," says Conductor Shaffer. "And we get a lot of help and cooperation from our trainmaster, N. A. Gerdeman."

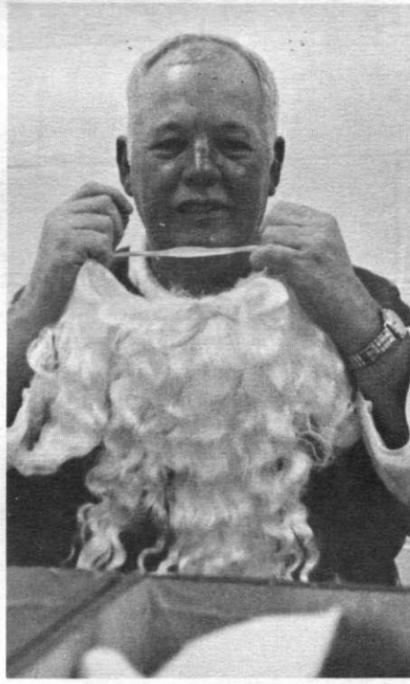
Pictures on this page were taken during last year's party.



"You're nice but your beard is so itchy!"



"But Santa, our house hasn't any chimney."



Santa unmasked! Conductor S. S. Smith.



Mrs. Fred Granger who admits to 83 years receives gift as oldest lady at the party.



After the kids are safely home, their elders take to the floor to display their talents.



Switchman L. M. Miller and wife sign in at Logansport party with 6 of their 9 children.

... at Jackson, Mich.

Santa's going down the chimney as Clair Nowicki applies the final touch to a Christmas candy house.

Mr. Nowicki, a Michigan Division trackman, has been making the confectionery delights for the past ten years and donating them to local hospitals and organizations. This year's houses are going to the Coldwater Michigan Home for Retarded Children and his Division's Christmas party.

About four evenings of work and 30 pounds of many kinds of candy go into each house, which Mr. Nowicki "glues" together.

Mr. Nowicki's holiday creations also include Della Robbia wreaths and garlands which decorate doors and fireplaces of his friends.



...

... at New York City

Every year, a giant tree goes up at the Pan Am Building, next to PC's Grand Central Terminal, and all offices are invited to place gifts for distribution to various New York charities.

Seen below, after delivering gifts from the PC Treasurer's Office, are Phyllis Connor, secretary; Douglas Jones, bond transfer assistant, Sharon Hall and Pat Daly, credit representatives. More than 4000 gifts were distributed last year to Catholic, Protestant and Jewish agencies.



For the past three years, PC people at 466 Lexington Ave., New York, have joined in "Operation Shop Early." The purpose: To send gift items to servicemen in Vietnam.

In photo above, Ruth Gensler, personnel secretary, receives donations from J. W. King, examiner; Linda Giordano, secretary; and Arnold Berwanger, supervisor-personnel.

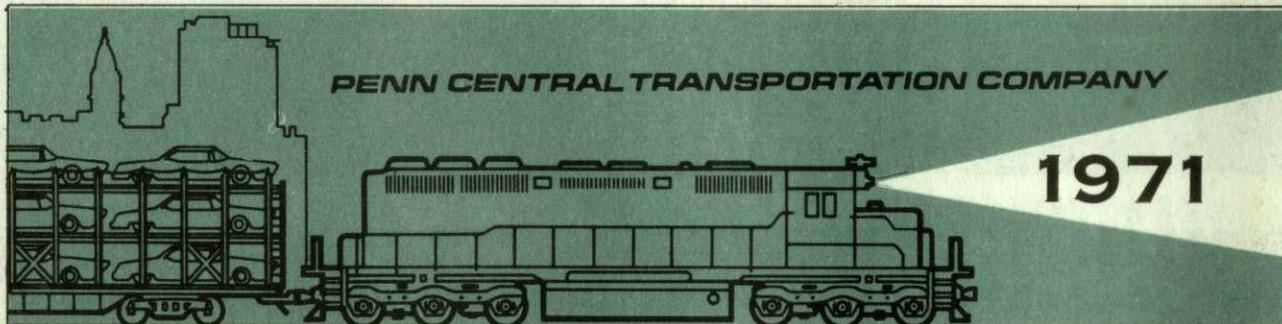
Below, Miss Giordano and Miss Gensler fix up the tree.



On the cover: It's all in the concentration as Laura and Karla Laing trim the tree for Logansport's big Christmas party. They're daughters of PC Conductor James L. Laing.

PENN CENTRAL POST

6 PENN CENTER PLAZA
PHILADELPHIA, PA. 19104



JANUARY							FEBRUARY							MARCH						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
					1	2		1	2	3	4	5	6		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27	21	22	23	24	25	26	27
²⁴ / ₃₁ 25	26	27	28	29	30		28							28	29	30	31			
APRIL							MAY							JUNE						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3						1		1	2	3	4	5		
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26
25	26	27	28	29	30		²³ / ₃₀ ²⁴ / ₃₁ 25	26	27	28	29		27	28	29	30				
JULY							AUGUST							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	1	2	3	4	5	6	7			1	2	3	4	
4	5	6	7	8	9	10	8	9	10	11	12	13	14	5	6	7	8	9	10	11
11	12	13	14	15	16	17	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30	31	29	30	31					26	27	28	29	30		
OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2		1	2	3	4	5	6			1	2	3	4		
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25
²⁴ / ₃₁ 25	26	27	28	29	30		28	29	30					26	27	28	29	30	31	