

PENN CENTRAL



POST[®]

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

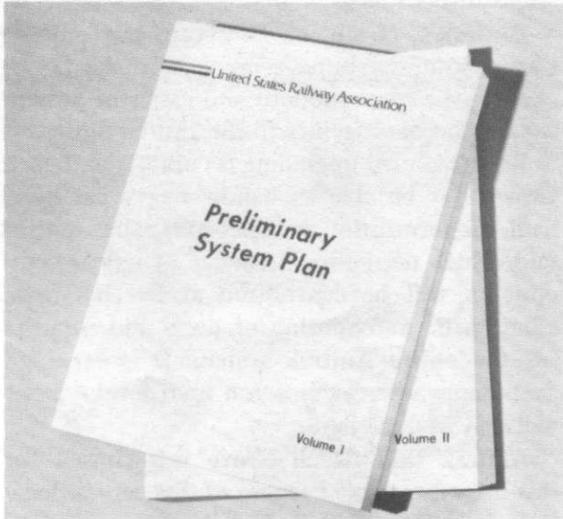
APRIL 1975



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NEWS WIRE

Plan for new railroad network is examined at hearings



The United States Railway Association's preliminary system plan for restructuring the bankrupt railroads is being given intensive review.

The plan, drawn up by the United States Railway Association (USRA), envisions three competitive railroad systems for the Northeast and Midwest region:

1. A new railroad, to be called Consolidated Rail Corporation (ConRail), would be formed out of the Penn Central and parts or all of six other bankrupt lines.

2. Norfolk & Western would be given access to the Newark-New York market by using lines of the Erie Lackawanna.

3. Chessie System would gain access to the Philadelphia market by using the Reading's lines.

Of the 21,000 miles of line now operated by the bankrupt railroads, ConRail would operate 15,000.

What would happen to the remaining 6,000 miles of lightly-patronized branch lines was the object of major attention at hearings held last month in 23 cities. The hearings were conducted by the Rail Services Planning Office of the Interstate Commerce Commission.

Witness after witness testified that if particular branch lines were abandoned, local industries would be hurt or put out of business, and jobs would be lost.

Officials of USRA stated that the disposition of the 6,000 miles was still subject to review and revision. In fact, on March 14, USRA announced that nine segments were being restored to the preliminary system plan because additional study had indicated sufficient traffic to meet costs.

The USRA officials also stressed the availability of a subsidy program, whereby any money-losing branch line considered essential by any State could be kept in operation if the State would cover 30 percent of the operating losses, the Federal Government supplying the remaining 70 percent. Federal funds for this purpose have been authorized for two years. Several Congressmen have proposed extending



Hearings were held in 23 cities. This is Trenton, N.J.

the Federal subsidy to eight years.

Meanwhile, some critics questioned USRA's estimate that ConRail could begin to earn a profit after three years of operation. They predicted continued losses.

Some are backing an alternative plan, under which the Government would take over the bankrupt railroads' tracks and yards, rehabilitate them, and charge the railroad companies a fee for using them.

A number of railroads have expressed interest in purchasing portions of the Penn Central. Such action would have to be approved by USRA.

From here on, the timetable is as follows:

USRA will review the various suggestions and proposals and will prepare a Final System Plan for presentation to Congress by July 26, 1975.

If neither the Senate nor the House of Representatives votes disapproval of the Plan during the following 60 days of continuous sessions, the Plan will automatically go into effect. If either the Senate or the House votes disapproval, USRA would have to revise the Plan and make a new submission.

Decline in freight traffic worsens Penn Central's losses

For the first two months of 1975, Penn Central Transportation Company reported a net loss of \$86,769,266. This was \$28,347,990 more than the loss in the first two months of last year.

These figures include certain rents, interest and taxes which are not being paid, having been deferred by the Federal Court.

Carloads handled by Penn Central in the first two months were 17.6 percent below the year-ago figure. For February alone, carloads dropped 20.1 per cent. This decline more than offset the effects of cumulative freight increases totaling 17.5 percent during the past year.

The fall-off in freight due to the business recession is being felt through most of the railroad industry. Predictions were that the railroad industry would have one of the worst first quarters in many years. Employment on American railroads in February was 19,000 below the figure for February, 1974.

On March 25, the Interstate Commerce Commission granted the railroads a 7 percent increase in freight rates. However, the ICC exempted certain products that make up a substantial portion of Penn Central traffic. Exempted from the rate increase were motor vehicles and parts, certain building materials, goods destined for export, and piggyback and container traffic; and there was a reduced increase for canned and frozen foods and fresh fruits and vegetables.

As a result of these hold-downs, the 7 percent rate increase will mean only about 4 percent for Penn Central.

The railroad anticipated an extremely tight cash situation in the coming months.

PC people praised for service during transit shutdown

An 11-day strike on Philadelphia's bus, trolley and subway lines last month caused 50,000 riders to join the 70,000 who normally use Penn Central's commuter lines.

PC people were prepared. Weeks ahead, as the prospect of a strike increased, Penn Central was formulating plans to meet the emergency.



Ann Robbins, of Accounting, is substitute ticket taker.

More than 200 PC people were assigned or volunteered to assist regular employees in handling the vast influx. They came from many departments in addition to passenger service: Accounting, auditing, taxation, payroll, purchases and materials, marketing, stations, corporate secretary, reorganization planning, and others.

Classes were set up to brief them on ticketing procedures. Then they were assigned to guide passengers, give schedule information, sell tickets, collect tickets and otherwise help smooth the morning and evening rush-hour movements. Fourteen extra trains were operated daily.

"They did a remarkable job in difficult circumstances," said John P. Tracey, supervisor-stations.

Many passengers agreed.

Thacher Longstreth, president of the Greater Philadelphia Chamber of Commerce, congratulated the men and women of the Penn Central and the Reading "for the way they responded to the needs of the public."

"The community owes these two organizations a debt of gratitude and a 'thank you' for their superb job," he said.

An attorney, a regular commuter, wrote: "You gave us continued perfect service, and you helped out many first-timers riding the rails because of the strike. Everything was excellent, and you deserve lots of congratulations."

Another rider wrote: "Most trains left on time or very close to it, and the people taking tickets and the conductors were extremely courteous and helpful. I would like to thank the railroad for its efficient handling of what could have been a disaster."

A man who normally takes the bus wrote: "I was quite impressed by the courtesy and consideration extended to people like myself who do not ride the trains regularly."

"At no time did I see a Penn Central employee fail to offer a kind and helpful word to riders seeking guidance. I was also impressed by the scheduling and by the manner in which Penn Central moved thousands of extra passengers day after day."



William Koll sells tickets at one of emergency booths.

Penn Central arranges to sell two Manhattan freight yards

Federal Judge John P. Fullam has approved an agreement for the sale of 144 acres on the West Side of Manhattan to Trump Enter-



30th Street Yard; Empire State Building in background.

prises, Inc.

However, Penn Central will not receive any cash in the immediate future from the transaction.

The agreement contemplates a multi-phase development over a period of 10 or more years, with Penn Central ultimately receiving at least \$62 million, plus an option to acquire a 25 percent equity in the development projects on the property.

The sale involves surplus railroad property included in the 100-acre 60th Street Yard and the 44-acre 30th Street Yard. While siding



60th Street Yard provides 100 acres for development.

tracks will be relocated or removed as development work requires, PC's freight line entering Manhattan across the Harlem River will continue. Plans are underway to relocate customers, principally freight forwarders who consolidate shipments into carload lots, to other Penn Central sites in the metropolitan area.

Beech Grove passenger shops become part of Amtrak

Following an agreement reached by Amtrak, Penn Central and eight unions, Amtrak has pur-

chased PC's passenger car repair shops at Beech Grove, Ind., for \$3.8 million. Federal Judge John P. Fullam, in charge of PC's reorganization, approved the terms.

The agreement offers about 600 Penn Central employees comparable jobs with Amtrak. The unions involved in the contract negotiations were the Machinists, Sheet Metal Workers, Boilermakers, Electrical Workers, Firemen & Oilers, Transport Workers, Railway Supervisors, and Railway Clerks.

Amtrak's Board of Directors has authorized substantial improvement to make Beech Grove "the most modern and efficient passenger car overhaul facility in the United States."

When planned upgrading is completed, Beech Grove will be able to handle heavy car overhaul, modernization and special repairs, Amtrak said. Much of the maintenance of railcar components will be centralized at Beech Grove, along with warehousing of parts and supplies for the entire Amtrak system. It is expected that some new car research and development will also be done here.

Amtrak said Beech Grove was chosen for this important role because of "its central location, its potential for expansion, and the existence of a local skilled labor force."

The Big Truck Threat

Ever since Congress raised big truck weights to 80,000 pounds last year, there has been a rising tide of protest from safety experts, automobile drivers, environmentalists, the mass media and others who recognize the danger and added expense to taxpayers for the maintenance of highways.

As a result, a bill to repeal the weight increase has been introduced by Congressman Edward Koch (D, N.Y.) and more than

50 co-sponsors. So far, the Public Works Committee of the House of Representatives has not scheduled the bill for hearing so that it can get to the House floor for a vote.

The heavier trucks make the highways more hazardous, ruin the roads at taxpayer expense, consume excessive fuel, and add to air pollution. Also, important to railroaders, they take more freight tonnage away from the railroads that need the business

to survive.

Railroad people can help keep the monster trucks from getting bigger and bigger by writing their Congressmen and Senators and asking them to get hearings on the Koch Bill (H.R. 1867) and to vote in favor of it.

Also, many States have bills pending to raise their truck weights to correspond with the Federal limit. State legislators should be asked to oppose such bills.



Flying Abroad? Fly U.S. Airlines

Railroad people, conscious of the problems of their industry, can sympathize with the plight of U. S. airlines in overseas service.

A number of these airlines are in serious difficulty because of rising fuel costs and dwindling patronage.

Of the nearly 3 million American citizens who flew scheduled service to Europe in 1973, only 47 percent used U.S. airlines. Fifty-three percent used one or another of the many foreign lines.

This weakens our airlines and hurts our country. There are important reasons why America needs a strong air carrier system flying international routes.

1. American air carriers ser-

ving overseas traffic bring in foreign money and reduce the outflow of American money, thus aiding our balance of payments.

2. They provide jobs for nearly 40,000 Americans, and indirectly generate 125,000 additional jobs in manufacturing and service industries.

3. They promote foreign sales of American aircraft, aiding business and employment in this country.

4. They make up a major part of the Civil Reserve Air Fleet, available to the Department of Defense in a national emergency, and provide standby capability for evacuation of Americans from foreign cities.

In a letter to Penn Central and other companies, the U.S. Secretary of Commerce has asked for help in spreading the word:

Americans flying abroad can aid our country by choosing U. S. airlines every time.

The Great Train Race

The commuters set out to prove that riding the train beats traveling to town by auto. They wanted to encourage more people to ride the South County Special, operated by Penn Central with some financial sup-

port from the State of Rhode Island.

So the commuters staged a 30-mile race from Kingston to Providence.

Riding the train as their official representative was Mrs. Sheila Foreman, a nurse. Driving by highway in a sports car was Joseph Knight, an auto dealer, with Art Tattersall, a former racing driver, serving as navigator.

The train and auto left Kingston station at 7:42 a.m. The two men in the sports car, who had previously made several test runs, were trailed by a referee in another car to assure that they didn't violate speed limits.

The train made all its regular stops on time and arrived at Providence two minutes ahead of schedule. Mrs. Foreman dashed a block to the finish line at Providence City Hall, arriving at 8:15 a.m.

The auto arrived at 8:18.

The disappointed driver, Joseph Knight, explained: "We had to follow a bus for five or six blocks, and there were a lot of red lights which I hadn't run into when I made a dry run of the course."

Meanwhile, Mrs. Foreman was being congratulated by fellow commuters, who bore a sign, "In trains we trust."

The commuters hope the State will provide sufficient subsidy to keep this service going.

Scholarships For Scouts



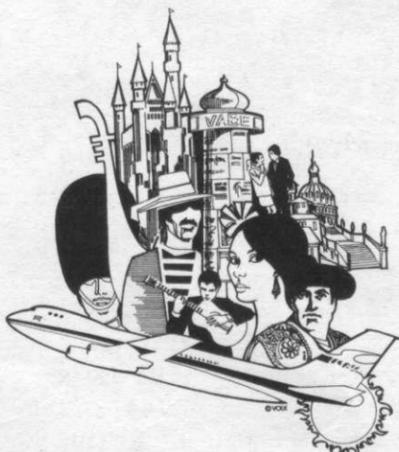
The Railway Progress Institute has announced its fifth annual scholarship competition. It's open to all active members of the Boy Scouts who have railroading merit badges.

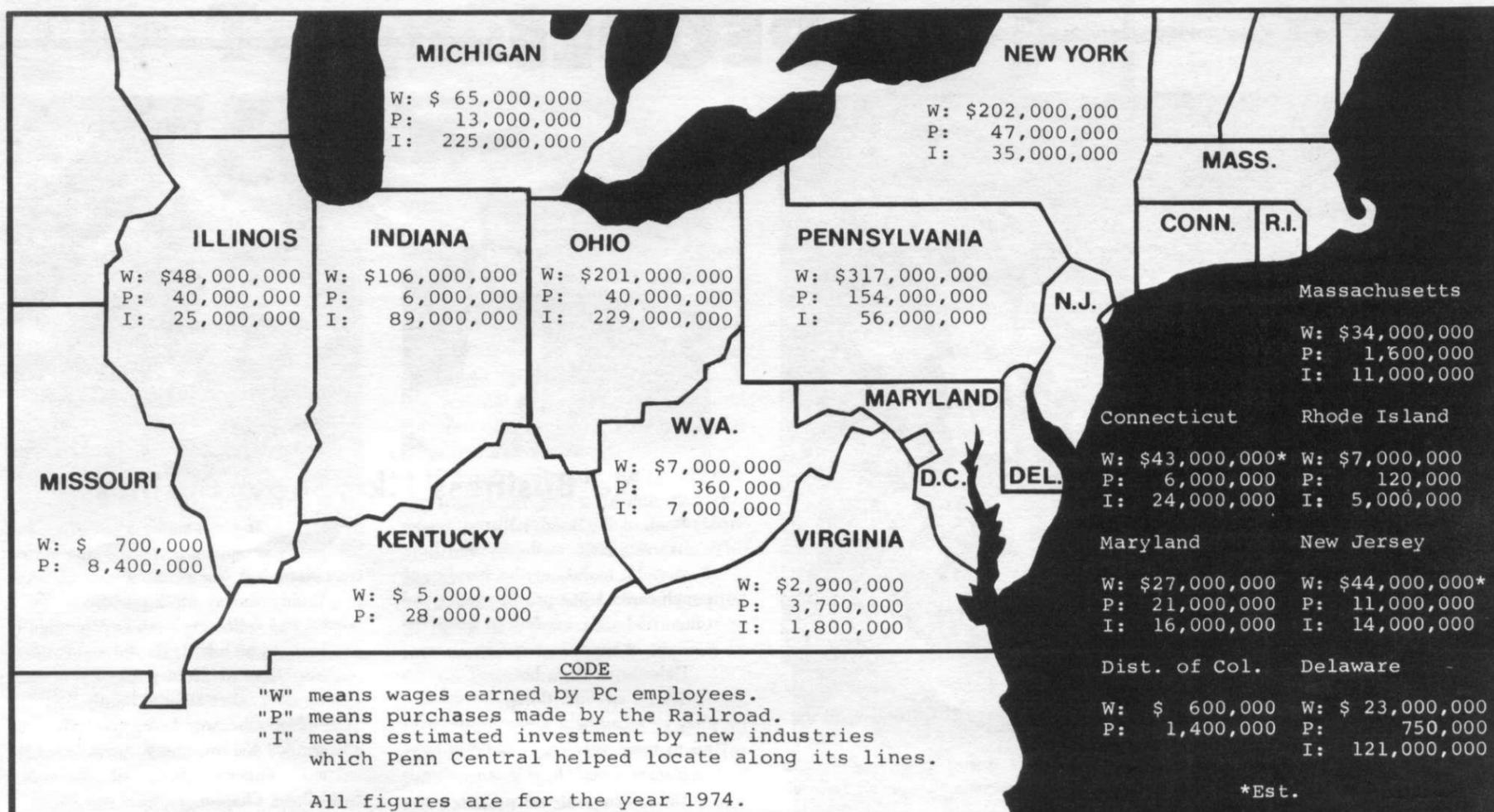
The competition involves writing an essay on, "Why are railroads important to the Nation?"

The first prize will be a \$1500 scholarship grant; the second, \$1000; the third, \$750. There will be ten runner-up prizes of \$25 Savings Bonds.

The top three winners and their scoutmasters will receive all-expense-paid trips to Washington, D.C., for the award dinner.

For rules and entry forms, write to Railway Progress Institute, 801 N. Fairfax Street, Alexandria, VA 22314. Deadline for submitting essays is September 23.





Penn Central's Two-Billion-Dollar Boost To The 16-State Area It Serves

While Penn Central's financial losses continue . . .
 And while Government funds are necessary to keep operations going . . .

And while the business recession has cut the railroad's freight traffic . . .

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

The figures on the map, for the year 1974, tell the story for each of the states and the District of Columbia.

Added together, the figures mean:

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

As a customer of local business and industry, Penn Central last year purchased materials and sup-

plies costing more than \$380 million.

As a guide and adviser for companies seeking new building sites, Penn Central helped establish new or expanded plants involving a total investment by these companies of approximately \$850 million.

Thus, Penn Central's operations in 1974 put well over two billion dollars into the area it serves.

Furthermore, when the new and expanded plants placed in 1974 reach full production, they are expected to provide some 22,000 new industrial jobs with an annual payroll of more than \$200 million for the people of these communities.

In these ways—in addition to performing its essential transportation services—this railroad's operations are a vital resource to a territory containing half of America's population.

WOMAN ON FIRE!

Karl P. Gabosch is a Penn Central man stationed about 3,000 miles from home base.

He is administrative assistant in the Pacific Coast Sales Office at San Francisco. He's a member of PC's off-line sales force whose mission is to get as much interline freight as possible to use Penn Central routing.

Mr. Gabosch, and his wife, Priscilla, had quite a time adjusting to San Francisco's hills. As they make their daily ascent up the steep streets to their apartment, Mrs. Gabosch playfully lightens the journey by peeking into the windows they pass.

This led to the following occur-

rence, reported in the *San Francisco Chronicle*:

One recent evening, Mrs. Gabosch glanced at a window and exclaimed, "Karl, that woman's on fire!"

An elderly woman whom Priscilla had seen many times now stood in the middle of the room, her bathrobe in flames.

Karl ran to the door, battered his shoulder against it till the lock gave way, and rushed in.

He threw his raincoat around the woman, fell with her to the floor and beat out the flames while Priscilla frantically phoned for firemen and an ambulance. When she hung

up, she noticed a cigarette burning in an ash tray, and quickly stubbed it out.

The injured woman was taken to the hospital. The Gabosches found themselves talked about on the late news as heroic folks—which they both found embarrassing.

In the newspaper the next day, they read that the woman had succumbed to her burns.

Karl instantly thought about his 74-year-old mother, back in Philadelphia. She lives alone. And won't give up smoking.

He shook his head and knocked on his coffee table, three times.

Memo on Amtrak Reservations

Attention is called to an Amtrak rule specifying when train reservations may be made for railroad employees or dependents covered by a Rail Travel Privilege Card.

The rule is:

"Reservations may be made by the traveler only within the 24-hour period prior to scheduled train departure from his boarding point; or within a 4-hour period when indicated in Amtrak directives applying to certain trains."

Passenger agents have been firmly instructed that they should not under any circumstance make reservations or issue tickets in violation of this rule.



Outstanding Alumnus

Myles E. Paisley, engineer-track maintenance in PC's Metropolitan Region, was named "Outstanding Alumnus of the Year" by the Wilkes-Barre Campus of Pennsylvania State University.

His name was placed on a wall plaque in the administration building.

Mr. Paisley was graduated from the Wilkes-Barre Campus in 1960, having majored in surveying technology. He later received a B.A. degree in management from Goddard College.

His wife and children, Lisa and Tony, were present at the award ceremonies in Wilkes-Barre, Pa. The Paisleys are shown with George W. Bierly, campus director (left), and Congressman Daniel J. Flood (right).

Myles Paisley had scarcely settled down from this award before he was informed of another honor: He was named one of the "Outstanding Young Men of America" by the United States Jaycees. This recognition is given to men selected on the basis of "service to others, professional excellence, civic and professional recognition and community activities."



Safety Pays

Three railroaders were awarded prizes in a recent safety slogan contest on the Buffalo Division. The prizes were donated by the Niagara Falls PC Employees' Credit Union.

A \$50 Bond went to Richard M. Alessi, material engineer (center in photo), for the slogan, "You can't justify an unsafe act." The two runners-up were awarded billfolds. Electrician R. M. Guy (left) submitted the slogan, "Be a PC Man - Be Plenty Careful." The slogan of Clerk R. C. Banks (right) was: "A Little Care Makes Mishaps Rare."

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Trustee Honored

One of the highest honors conferred by the City of Philadelphia has been presented to Richard C. Bond, a Trustee of Penn Central Transportation Company.

It is the Edward Powell Award, which is presented every four years by the Mayor to the citizen who has "succeeded in producing the best results for the benefit and prosperity of the City of Philadelphia."

The award was established in 1943 under the will of the late Edward Powell, a prominent businessman. It consists of a gold medal and the income from a trust fund.

Mr. Bond, in addition to his Penn Central responsibilities, is president of the Board of Trustees of John Wanamaker, Philadelphia; and director of a number of business and civic organizations, including the Philadelphia Saving Fund Society, Greater Philadelphia Movement, Philadelphia Urban Coalition, and Philadelphia '76, Inc., the planning agency for the Bicentennial.



No Business Like Show Business

Bernard F. (Buddy) Murray is special service clerk at the System Data Center. He maintains the supplies of punch cards, tapes, printing paper and other materials needed to keep the computers happy.

He's also in show biz.

That's an odd thing, considering that he's basically a shy fellow who up to three years ago had never been on a stage. Here's how it came about:

He'd been going on summer week ends to the Atlantic beach resort of Stone Harbor, N.J., and sometimes he helped out behind the bar at a restaurant called Henny's.

One dull night, the piano player asked him if he'd mind singing along with "Give My Regards to Broadway," to help pep up the crowd. Buddy Murray gulped, squirmed, and finally consented.



He sang, expecting boos. What he got was applause. It was the most wonderful sound he'd ever heard. Buddy Murray was hooked.

The following week end, he didn't have to be asked. He did a soft-shoe imitation of Jimmy Cagney in the film, "Yankee Doodle Dandy."

Soon he was being paid. He expanded his routines to include songs and impersonations of Durante, Jolson, Chaplin.

Now, every summer week end, Buddy's act at Henny's Restaurant is attracting large numbers of vacationers, including many railroaders. And last fall he was hired to do his act at a railroad night at Cavanaugh's, a cafe near Penn Central Station - 30th Street.

Says shy Buddy Murray: "I can't believe it's happening."

Don't be X'd out!

Stepping off railroad equipment is simple. Thousands of railroaders do it daily without harm. Yet some still get hurt because of failure to follow elementary safety rules. Recent examples:

On January 29, 1975, a trainman lost his footing while getting off a car, fell and sprained his wrist. On February 18, an engineman fell while dismounting from a locomotive and fractured his right leg. On February 21, a boilermaker slipped while dismounting from a locomotive and fractured a rib.

Why not take a few moments to review what your Safety Rule Book says about dismounting from equipment? Those few moments could save a lot of grief.

Below, Conductor Kenneth W. Fisher demonstrates how to get off a moving car—wrong way and right way.



PLEASE DON'T step off a moving car without first looking down to make sure you have a safe spot to land on. Kenneth W. Fisher, Cleveland Division conductor, is shown failing to take this precaution. He knows better, of course, as he demonstrates in the photo at right.



PLEASE DO look down before getting off, to make sure you're not landing on a switch stand, a rock, a piece of wood, or a hole in the ground. Ignoring this rule can have painful results. Why get on that injury list? Look down before you step down.

The Temptations Of Gail Russo



Gail R. Russo was a girl with two bank accounts.

One was in a Manhattan bank near where she works, and one was in a bank near her North Jersey home.

The only trouble was, there was little money in either account—she didn't seem to be able to make deposits.

"I'd be walking to the bank and I'd pass a dress shop or a shoe shop and I'd see something irresistible, and pop!—there was the money I intended to save," she says.

Well, a year ago, Gail read a Penn Central Post about buying U.S. Bonds through the Payroll Savings Plan.

"I decided immediately—this is for me," she recalls.

"If the money would be taken out of my paycheck before I got my hands on it, I'd be sure to save."

She cut the application form out of The Post, signed it for a Bond a month, and mailed it to the PC Payroll Operations Manager.

Now, every month, a Bond arrives in the mail at the Russo home. Gail exclaims, "Oh, good!"—then gives the Bond to her father to put away for her in his safe deposit box.

Gail, a clerk-stenographer in the General Accounting office, Metropolitan Region, is pictured on the cover with some of her Bonds, which she got out of the safe deposit box for the occasion.

Thousands of Penn Central people find Bonds in their mailbox, thanks to the Payroll Savings Plan.

A few of the savers are shown on this page.

Now's the time to join them.

A campaign is now going on to welcome more PC people to this convenient savings program.

You can get in on it by filling out

the application form below, and mailing it to Penn Central Payroll Operations Manager, Room 207, 15 N. 32nd St., Phila., Pa. 19104.

Each time your payroll deductions add up to the cost of a Bond, the money is sent to the Federal Reserve Bank, which mails the Bond to your home.

If you're already in the Bond-buying program, you can use this form to increase your deduction.

Bonds are better than ever. The maturity date, which used to be 5 years and 10 months, was shortened in 1974 to 5 years. And the interest rate went up last year from 5½% to 6% on Bonds held to maturity.

You're probably familiar with advantages of U.S. Bonds, such as: You can cash a Bond two months after you buy it. Bonds are replaced if lost, stolen, or destroyed. You pay no State or local tax on the interest.

But do you know you can convert your Bonds into H Bonds and draw regular interest checks—an ideal arrangement for added income when you retire?

Do you know there are tax advantages in buying Bonds for your young children now, to help pay for college education when they grow up?

These and other features make the Payroll Savings Plan the "In Thing for Smart Savers."



"We built a new home last year," says Leo E. Myers, car inspector at Dewitt Yard, Syracuse, N.Y. "A new tri-level out in the country. And I'll tell you, it was mighty nice to have all those Bonds to help pay for the costs. Much better than having to borrow the money."



"A person like me finds it very hard to save," says Betty Rinsema, clerk-stenographer to the master mechanic at Chicago. "I have the impulse to spend my paycheck before I get it. A year ago I took myself in hand and signed up for the Payroll Savings Plan. Now I'm very glad I did."



"I'll tell you how much I believe in Bonds," says Clarence E. Sears, car repairman, Jeffersonville, Ind. "When I started on the Railroad in 1947, I signed up for a Bond a month. I've never stopped since. I've cashed some in for emergency needs, but I've held on to the bulk of them for retirement."



"I started buying Bonds when I started on the Railroad in 1963," says Ann T. Wisniewski, clerk in the master mechanic's office, at Penn Station, New York. "It's a fool-proof way to save. If you put your money in a bank account, there's always the temptation to draw some out. When you receive a Bond, you hate to cash it. It's psychology. I haven't cashed one yet."



"I started buying Bonds on the Payroll Savings Plan back in 1949," says John C. Lofton, assistant supervisor-track, Philadelphia Division. "The savings helped with my children's education. The savings will help me with future needs."



"I first signed up for Bonds in 1972, and after one year I increased the deduction from my paycheck," says George W. Sherman, division car distributor, Baltimore, Md. "You might say I was smart to do that. But if I had really been smart, I'd have started buying Bonds when I first started working on the Railroad, 19 years ago."



"A man with four children has to learn to save," says Conductor George A. Rechsteiner, New Jersey Division. "I started buying Bonds on the Payroll Savings Plan 20 years ago. I found this such a good way to save that five years ago I doubled my deductions."



"You see that new auto parked out there?" says Walter F. Knyrim, machine operator, Philadelphia Division. "The money I saved in Bonds helped me get that car. I've been in the Payroll Savings Plan for 21 years. It's the easiest way to save."



UNITED STATES SAVINGS BONDS **SERIES E**
Payroll Deduction Application

\$500.00 BOND-COST \$375.00
\$200.00 BOND-COST \$150.00
\$100.00 BOND-COST \$75.00
\$ 50.00 BOND-COST \$ 37.50
\$ 25.00 BOND-COST \$ 18.75

Forward to: PC Payroll Operations Manager, Room 207, 15 N. 32nd St., Phila., Pa. 19104.

<input checked="" type="checkbox"/> CHECK ONE	<input type="checkbox"/> NEW ENROLLMENT	<input type="checkbox"/> INCREASE MY DEDUCTIONS
EMPLOYEE NAME	SOCIAL SEC. NO.	EMPLOYEE NO.
OCCUPATION		
DEDUCTIONS	IF WEEKLY PAYROLL	IF BI-WEEKLY PAYROLL
	2ND WEEK	4TH WEEK
	\$	\$
REGISTER BONDS	EFFECTIVE MONTH OF	
IN THE NAME OF	BOND MATURITY VALUE	
AND MAIL TO	\$	
FOR CO-OWNER OR BENEFICIARY (check ONE - not both)	NAME (FIRST, MIDDLE INITIAL, LAST) - NAME ONLY ONE INDIVIDUAL	
<input type="checkbox"/> CO-OWNER	MR. MRS. MISS	
<input type="checkbox"/> BENEFICIARY	NAME (FIRST, MIDDLE INITIAL, LAST) - NAME ONLY ONE INDIVIDUAL	
SIGNATURE AND DATE REQUIRED	DATE	
This authorization will continue in effect until I advise you to change it		

How Your Bonds Will Grow

Monthly Savings	Accumulated value at end of:			
	1 yr.	3 yrs.	5 yrs.	15 yrs.*
\$ 3.75	\$ 45	\$ 143	\$ 251	\$ 1,059
6.25	76	239	420	1,774
7.50	91	286	504	2,129
12.50	151	477	840	3,548
18.75	228	719	1,266	5,349
25.00	304	957	1,686	7,123
37.50	456	1,438	2,532	10,699
56.25	684	2,156	3,799	16,048
75.00	912	2,875	5,065	21,397

*Assuming continuation of 6% interest through the 10-year extension period.



Railroad Retirement: A Word to the Wives

Recent legislation, effective January 1, 1975, has made some changes in the pension regulations for wives of retired railroad employees. Here are questions and answers explaining some basic points.

Note: Most of the following applies also to husbands of retired female railroaders, but only if the husband was dependent on the wife for more than half his support at the time she retired.

Q. What is the amount of a wife's annuity?

A. One-half her husband's regular annuity, up to a maximum of \$247 for retirements beginning in 1975. In 1974 the maximum was \$225.

Q. If a railroad man retired recently at age 60 with 30 years' service, when is his wife eligible for an annuity?

A. If his Railroad Retirement pension began July 1, 1974 or thereafter, his wife is eligible for a full annuity when she reaches 60.

Q. My husband retired several years ago. Is there any change in the eligibility rule for the wife?

A. No, the new law has not changed the eligibility requirements for wives of 30-year-service employees who retired before July 1, 1974, or for wives of employees with 10 to 29 years' service who retired before 1975. The husband must still be at least 65, and the wife must be at least 62 to receive a reduced annuity, or be 65 for a full annuity. (But she qualifies for a full annuity at any age if she has a minor or disabled child in her care.)

Q. Suppose a railroad man is planning to retire in 1975 with less than 30 years' service, under the regulation permitting such retirement at ages 62, 63 or 64 with a reduced pension. Does the new law make any change in the wife's eligibility for an annuity?

A. Yes. Under previous law, she had to wait till her husband reached 65 before she became eligible. The new law, effective January 1, 1975, lowers this to 62. When he is 62 or older, she becomes eligible for a reduced pension when she is 62 or a full pension when she is 65.

Q. In regard to the above, how much is a wife's annuity reduced if

she prefers to begin receiving it at age 62 instead of waiting till she can get a full pension at 65?

A. The reduction is 1/180th for each month the wife is under 65.

Thus, if she chooses to start receiving her annuity at 62 (36 months before she reaches 65), her pension would be reduced by 36/180ths, or one-fifth. As an example, if her annuity at 65 would be \$160 a month, it will be reduced one-fifth to \$128 a month if the annuity starts at age 62.

Q. My husband and I are both career railroad employees. Can I qualify for a wife's annuity based on his work plus an annuity based on my own work?

A. Yes, you can qualify for both. But this will not apply if the husband and wife both start working on the railroad in 1975 or thereafter. However, it will apply if either one had some railroad service before 1975.

Q. Is a wife required to be living with her husband in order to be eligible for a wife's annuity?

A. As of the day she files her application for an annuity, she must be living with her husband or receiv-

ing regular contributions from him for her support, or her husband must be under court order to provide her support.

Q. Must a couple be married for a certain period of time before a wife's annuity can begin?

A. There is a one-year marriage requirement — unless the wife is the natural mother of her husband's child, or she was previously eligible for a railroad annuity, in the month preceding the month of her marriage, by reason of being a widow or parent of a railroad employee.

Q. Can a wife work and still receive a wife's annuity?

A. Before her annuity begins, a wife must stop all work for pay (except self-employment) and give up her rights to return to such work.

After she begins receiving her annuity, payment will be stopped for any month in which her husband's regular annuity is not payable (because of earnings from work, for example). Also, a wife's annuity is not payable for any month in which she works for a railroad or railroad union or for the employer for whom she last worked before her annuity began.

Recent Appointments

SYSTEM OFFICES

Trustees

Logue, N.C. Administrative Officer to Trustees
McConnell, D.K. Special Counsel to Trustees

Real Estate

Drzewiecki, Z. Supervisor-Real Estate, New York
McCall, E.C. Supervisor-Real Estate, Pittsburgh

Finance & Accounting

Casey, J.G. Customer Account Auditor
Galasso, W.E. Rent Accounting Coordinator
King, F.M. Supervisor-Investments
Lyons, F.B. Manager-Investments
Myers, R.L. Rent Accounting Analyst

Sales & Marketing

Bullock, H.L. Manager-Market Development-Special Projects
Druback, S.J. Asst. TrailVan Terminal Mgr., N. Bergen, N.J.
Fern, D.A. TrailVan Terminal Mgr., Boston
Huston, R.M. TrailVan Terminal Mgr., Chicago
Hyberg, B.T. Director-Pricing
Kaboray, R.P. TrailVan Terminal Mgr., Springfield, Mass.
LaPointe, P.R. Asst. TrailVan & Mail Terminal Mgr., Harrisburg, Pa.
Lucas, D.L. Asst. TrailVan Terminal Mgr., Springfield, Mass.
Preising, T.A. Manager-Intermodal Terminal Services-System
Pyle, D.M. Manager-Intermodal Terminal Procedures
Smith, J.A. Supervisor-Terminal Operations, S. Kearny, N.J.

Labor Relations & Personnel

Shepard, D.R. Supervisor-Labor Relations, New Haven, Conn.

Vice President-Staff

Boyer, C.H. Sr. Information Planning & Development Analyst
Conlan, R.C. Sr. Systems Analyst
Donnelly, C.J. Sr. Data Base Monitor
Doyle, C.J. Asst. Computer Analyst
Fileshifter, J.W. Asst. Manager TABS Operations
Hood, J.R. Asst. Computer Analyst
Iannelli, E.A. Data Base Monitor
Lannetti, D.R. Systems Development Facilities Engineer
McGittigan, J.H. Sr. Systems Analyst
Schwarcz, M.L. Associate Computer Analyst
Smith, J.S. Advisory Systems Analyst
Timmons, D.L. Sr. Computer Analyst
Verzinski, L.E. Supervisor-Standards & Support

Transportation

Knapic, P.A. Supervisor- Locomotive & Caboose Distribution

Engineering

Brower, R.E. Equipment Engineer, Canton, O.
Reeder, H.M. Equipment Engineer, Canton, O.
Shaw, A.E. Manager-Welding Plants

Mechanical

Bock, A.G. Asst. General Foreman, Wilmington, Del.
Grove, J.F. General Foreman-Steel & Freight, Altoona, Pa.
Hendricks, A.K. Supervisor-Car Classification & Road Inspection, Altoona, Pa.
Luciano, D. General Foreman, Altoona, Pa.
Maier, C.F. Asst. General Foreman, Altoona, Pa.
Ray, A.E. Manager-Locomotive Maintenance-Mechanical
Reinholdt, F.M. Supervisor-Inspection
Roselle, C.F. Supervisor-Car Inspection
Strohman, H.H. Asst. General Foreman, Altoona, Pa.
Sweetland, D.R. Manager- Locomotive Maintenance

Operating Administration

Duffy, F.J. Industrial Engineer

Security

Blevins, A.C. Inspector-Police, Toledo
McNamara, R.F. Captain-Police, Detroit

Passenger

Alban, C.B. General Manager-Passenger Operation
Keim, D.S. Administrative Assistant
Shappell, D.E. Manager-Station Services
Sharp, G.L. Manager-Passenger Operations
Woodruff, J.R. Director-Passenger Service

METROPOLITAN REGION

Baker, L.H. Assistant Counsel, New York
Botti, J.J. Safety Superintendent, New York
Frutiger, E.R. Engineer-Electric Power, New York
Little, B.R. Engineer-Communications, New York
San Pedro, R.R. Asst. Field Engineer-Election Traction, New York
Triebel, G.S. Engineer-Track Maintenance, New York
Vincotski, A. General Foreman-Car, Croton-Harmon, N.Y.

NORTHEASTERN REGION

MacDonald, R.E. Trainmaster (Special Duty), New Haven, Conn.
Wilson, F.W. General Foreman-Locomotive, Selkirk, N.Y.

Mohawk-Hudson Division

Michaels, L.A. General Foreman-Car (Night), Selkirk, N.Y.
Woodhall, R.E. Terminal General Foreman, New York (W. 72nd St.)

New England Division

Clifford, T.M. Supervisor-Mechanized Crew Dispatching, Boston

Steinbacher, R.J. Division Engineer, New Haven, Conn.

EASTERN REGION

Harrisburg Division

Cargill, D.S. Supervisor-Track, Enola, Pa.
Eckenrod, P.E. Asst. General Foreman-Car, Enola, Pa.
New, Levi Supervisor-Track, Northumberland, Pa.
Schambach, L.L. Asst. General Foreman-Car, Enola, Pa.
Thomas, H.G. Asst. Supervisor-Track, Enola, Pa.

New Jersey Division

Allandar, R.E. Asst. General Foreman-Locomotive, Morrisville, Pa.
Clouse, A.L. Asst. Supervisor-Track, New York
Phillips, M.W. Supervisor-Track, New York
Quinn, T.C. General Foreman-Car, Morrisville, Pa.
Strohl, R.J. Supervisor-Track, Kearny, N.J.

Philadelphia Terminal Division

DiPietro, A.F. Asst. Supervisor-Track, S. Phila.
Meccariello, F.J. Supervisor-Track, S. Phila.
Ruggieri, J.J. Asst. Supervisor-Track, Phila.
Yingst, R.L. Asst. Gen. Foreman-Locomotive, Camden, N.J.

Chesapeake Division

Evans, R.L. Asst. Division Engineer, Baltimore

NORTHEAST CORRIDOR REGION

Goldsmith, M.S. Supervisor-Passenger Train Movement, Phila.

CENTRAL REGION

Allegheny Division

Christy, G.M. Supervisor-Track, Cresson, Pa.
Duda, D.J. Asst. Superintendent, Clearfield, Pa.
Eisenhuth, B.L. General Foreman, Conemaugh, Pa.
Kohan, P.R. Asst. Supervisor-Track, Newport, Pa.
Padula, N.J. Engineer-Track Inspection, Altoona, Pa.

Pittsburgh Division

Filak, L.A. Supervisor-Track, Wellsville, O.
Hill, R.G. General Foreman, Pitcairn, Pa.
Love, M.A. Asst. Terminal Superintendent, Conway, Pa.
Macaluso, C.C. Supervisor-Track, Pitcairn, Pa.
Muscente, A. Asst. General Foreman, Pitcairn, Pa.
Ross, E.V. Supervisor-Track, Monongahela, Pa.
Rudy, J.L. Asst. Supervisor-Track, Scio, O.
Zakarian, M. General Foreman-Car,

Conway, Pa.

Zottola, A.A. Terminal General Foreman-Car, Conway, Pa.

Valley Division

Archihofsky, R.C. Asst. Division Engineer, Youngstown, O.
Gunkle, E.W. Supervisor-Track, Niles, O.
Lynch, P.E. Asst. Superintendent, Youngstown, O.
Rondinelli, J.D. Asst. Supervisor-Track, Canton, O.

NORTHERN REGION

Oliver, J.E. Employee Counselor, Detroit

Michigan Division

Davis, C.O. Asst. Supervisor-Train Operation, Jackson, Mich.
Rigdon, G.M. Office Engineer, Jackson, Mich.

Canada Division

Flayhart, G.W. Master Mechanic, St. Thomas, Ontario

Detroit Division

Dempsey, G.W. General Foreman-Car, Detroit

WESTERN REGION

Baechle, W.J. General Foreman-Locomotive, Collinwood, O.
Fisher, D.D. Equipment Engineer, Chicago
Mays, R.D. Communication Engineer-C&S, Chicago
Nolf, J.H. Asst. Production Engineer-Track, Chicago
Overholt, B.W. Manager-Operating Rules, Chicago

Toledo Division

Dekker, P.R. Supervisor-Operating Rules, Toledo
Koontz, M.J. Supervisor-Crew Assignment, Toledo
Salyers, R.B. Master Mechanic, Toledo

Chicago Division

Hauth, R.L. Master Mechanic, Chicago
Kennedy, M.J. Asst. General Foreman-Car, Chicago
Shannon, C.S. Asst. General Foreman-Car, Chicago (59th St.)

SOUTHERN REGION

Vittorio, M.A. Communications Engineer-C&S, Indianapolis

Cincinnati Division

Dawson, R.N. Master Mechanic Cincinnati

Southwest Division

Brown, P.C. General Foreman-Locomotive, Avon, Ind.
Murphy, A.W. Asst. Supervisor-Track, Hillsboro, Ill.
Sunderland, S.E. Asst. Division Engineer, Terre Haute, Ind.

The last full week of April is National Secretaries Week. It's a time to be especially nice to any secretary you know.

In honor of the occasion, Penn Central Post invited some typical secretaries to pass along any ideas for promoting effective communications on the Railroad.

Here are their views.

Secretaries Week is sponsored by the National Secretaries Association and its 33,000 members. The Association's aim is "to elevate secretarial standards and offer opportunities for professional and personal growth." Anyone interested can write to the Association at Suite G-10, 2440 Pershing Road, Kansas City, Mo. 64108.



SECRETARIES DICTATE THEIR IDEAS



"Suppose a customer phones for your boss, but he's out," says Joan J. DiFalco, secretary to the assistant director-national accounts in the Sales office at New York.

"You make a note of the caller's name and number, of course, but after that it's good to ask, 'Can I tell him what it's in reference to?' This information may enable you to dig out a file pertaining to the subject, so when your boss comes back, he can review it before returning the call. This prepares him to deal with the matter and saves the customer's time."



"Sometimes we receive a letter that mentions an attachment, but there is no attachment," says Nell Debo, secretary to the division superintendent at Cincinnati, O.

"There may be holes in the letter, indicating that there was indeed an attachment but it came loose. An attachment should be attached securely—with double staples if it's on flimsy paper. Or else use an old-fashioned pin. But not a paper clip—never. Paper clips have a nasty way of hooking another letter, which thereafter seems to have disappeared into limbo."



"My office, like many others, has a reading file which contains copies of all outgoing correspondence," says Eleanor Dunn, secretary to the division superintendent at Buffalo, N.Y.

"One of the most useful things a secretary can do is to read each reading file as it comes around. This gives her a look at what's going on throughout her department. Thus, for example, if somebody phones an inquiry about a particular subject, she may know from her reading that a certain officer is already working on that, and can refer the matter to him."



"Normally anyone who phones your office should be put through to the official he asks for," says Mary E. Mulhern, secretary in the office of the general manager at Indianapolis, Ind.

"But sometimes the caller isn't calling the right official. Your tactful question may show that it's something you can handle yourself, or should be referred to some other official who's directly involved with the subject the caller is interested in."



"Your voice on the phone—if you're pleasant, friendly, considerate—can accomplish a lot," says Kathi Kaufman, secretary to the freight sales manager at Pittsburgh, Pa.

"If you're talking to another railroader, your telephone manner helps you get his eager cooperation. If you're talking to a shipper, it helps gain a friend for the Railroad."

(In Kathi's case, it gained more than a friend. Jack Hall, traffic analyst for the Eljer Plumbingware Division of Wallace-Murray Corp., was so impressed with her telephone manner and helpfulness that he asked her out to lunch. One lunch led to another. On March 6 they announced their engagement.)



"Something that can spoil any secretary's day is receiving correspondence that isn't legible," says Alma S. Yost, secretary to the division superintendent at Harrisburg, Pa.

"It might be a machine copy of a copy. Or it might be a fourth or fifth carbon copy, typed with worn-out carbon paper. We then have to try to decipher it and retype it, or phone the sender for a better copy. This waste could be eliminated if everybody made sure that whatever is sent out is readable."



"If you work for a busy official, the more details you can handle for

him, the better he can do his job," says Nancy L. Salomone, secretary to Penn Central's vice president-administration.

"You look at your daily work, see things you can do on your own, and do them. Start with little things and note if your boss approves your assuming the authority. If he does, you go on to more complicated things. It helps your boss, while expanding your own abilities."



"The most valuable tool in my office is the Mail Log," says Cassandra Harris, secretary to the special counsel to the Trustees, at Philadelphia.

"In it I list every incoming letter by date, sender and subject, and whether it is for information only or requires action. As soon as something is done in response to the letter—such as, a reply is drafted, or a research project is started, or a meeting is scheduled—I enter it in the Mail Log. Then, if the sender phones us about the matter, I can tell him immediately where it stands."



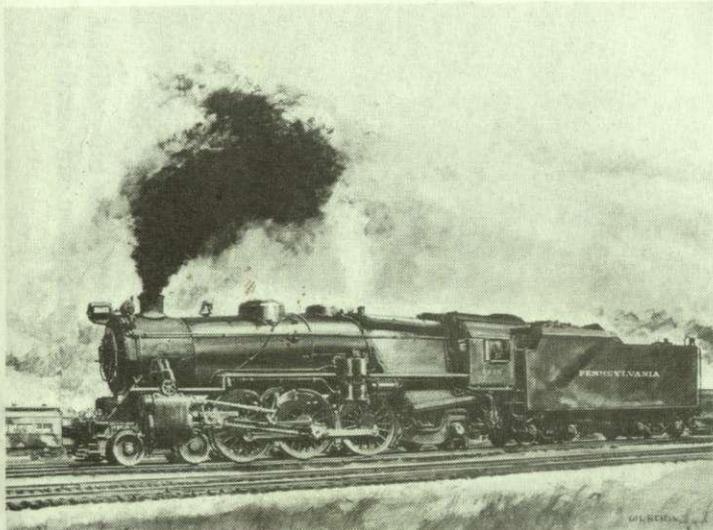
"I wish every railroad office replying to a letter from us would include the date and subject of the letter they're answering," says Creola G. Moran, secretary to the division superintendent at Baltimore, Md.

"If they omit that information, we have to waste time searching files to locate the letter they're answering. Fortunately, in most cases, the letters do include this information. I'm talking about the few that don't."

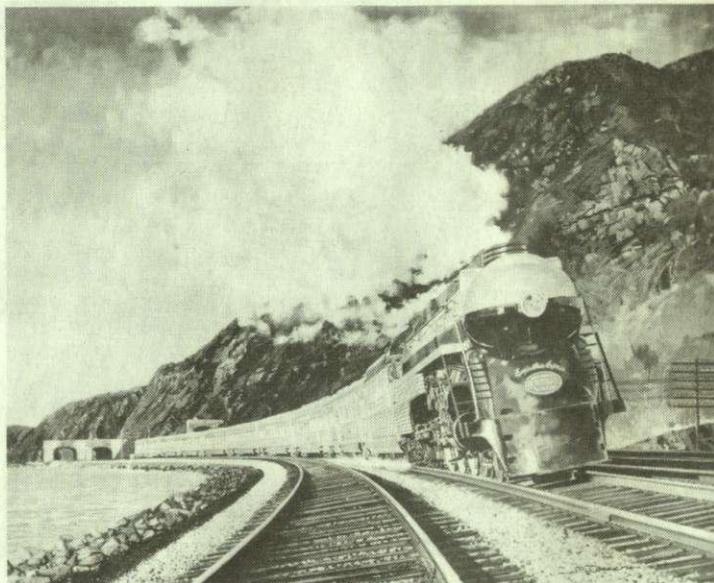
PENN CENTRAL POST

6 PENN CENTER PLAZA
PHILADELPHIA, PA. 19104

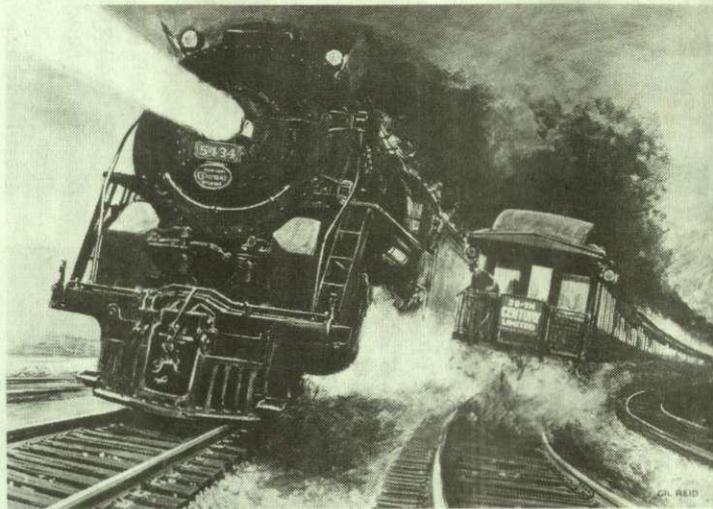
FLASHING MEMORIES OF PRR AND NYC



(B) Here's PRR's fabled K4s, which put magic in such name trains as Broadway Limited, Admiral and General. Full-color reproduction of a painting by Gil Reid, assistant art director of Trains. Approximately 16x22 inches, with white border. . . \$5.



(A) Empire State Express was New York Central's first use of a streamlined super-Hudson type engine. Made its first run Dec. 7, 1941. Full color reproduction of J. B. Deneen's new painting, approximately 19x23 inches, with white border . . . \$4.



(C) With a flash of light and a blast of steam, NYC's east and westbound 20th Century Limiteds pass in the night. Full-color reproduction on quality stock of a painting by Gil Reid. Approximately 16x22 inches, with white border . . . \$5.

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

Please send following full-color prints:

	Quantity	Price
A. Empire State Express, \$4		
B. PRR's K4s, \$5		
C. 20th Century, \$5		
D. Horseshoe Curve, \$3.50		

Total _____

Add 10% for postage and handling _____

Penna. Residents add 6% sales tax _____

Grand Total _____

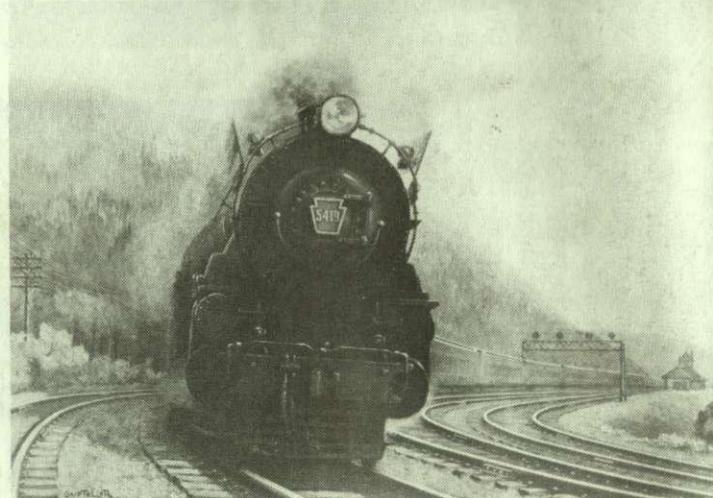
Name _____

Address _____

City _____

State _____ Zip _____

Make checks payable to:
Penn Central Transportation Company



(D) A K4s sweeps around Horseshoe Curve. This is a full-color copy of the PRR's 1935 calendar, which, in turn, was a reproduction of a Grif Teller painting. Printed on a lithographer's proofing press. Approximately 18x25 inches, with border. . . \$3.50.