

PENN CENTRAL

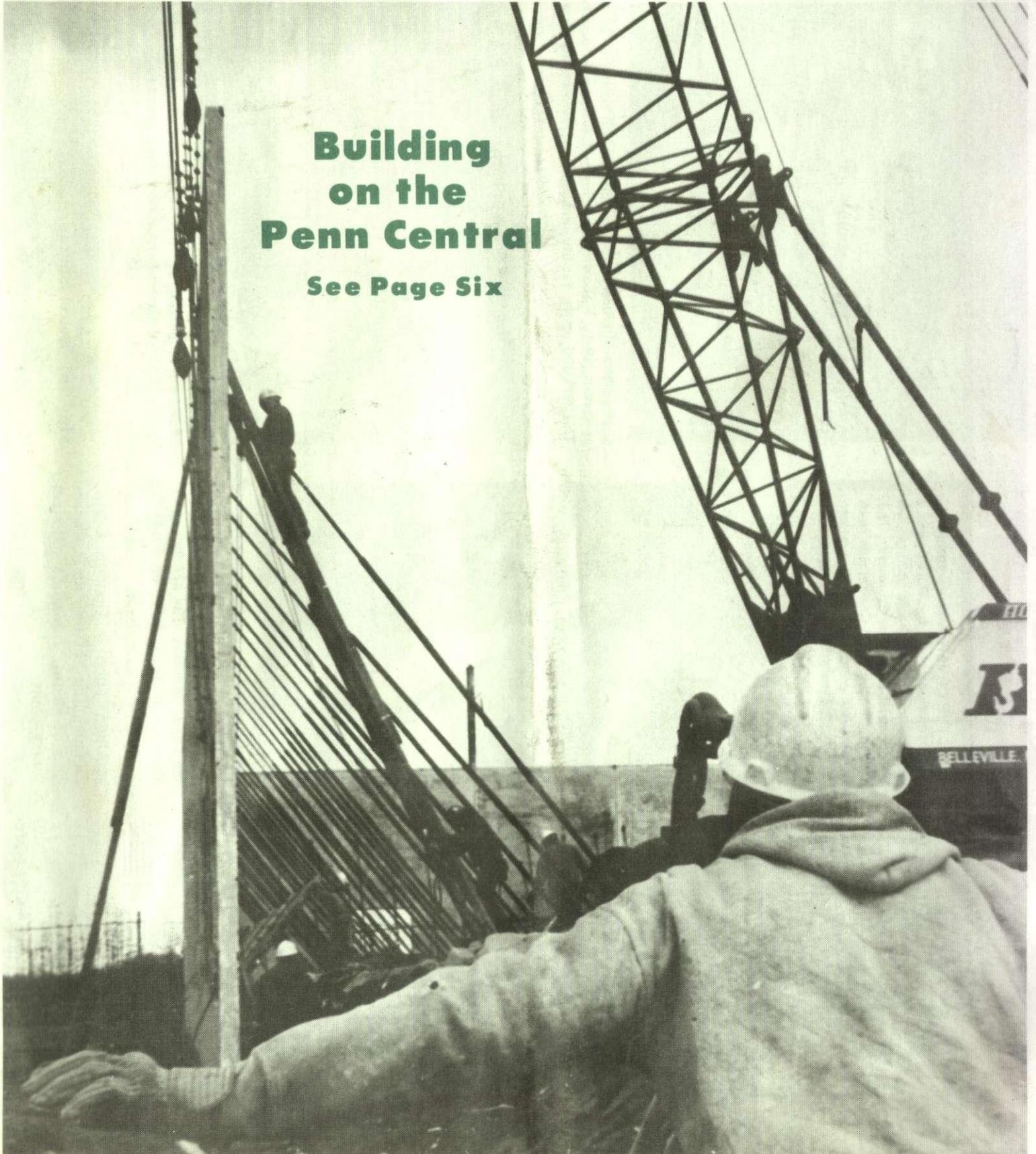


POST[®]

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

MAY-JUNE 1975

**Building
on the
Penn Central**
See Page Six



PC Trustees Urge: Prompt Takeover by ConRail

The bankrupt Northeastern railroads are scheduled to be taken over by a new government-sponsored corporation, ConRail, next year.

Penn Central's Trustees now urge Congress to move this schedule ahead.

In a statement to the Senate Surface Transportation Subcommittee on May 15, the Trustees proposed that Congress authorize ConRail to take over promptly all of the rail properties and operations of the bankrupt railroads.

This move, they said, would clear the way for speeding up the rehabilitation of the deteriorated rail systems.

It would also give more time to the United States Railway Association (USRA), the railroad planning agency, to design a Final System Plan.

A Matter of Timing

To authorize the schedule change would require only a slight modification of the procedures prescribed by the Regional Rail Reorganization Act, said PC Trustee John H. McArthur, who made the presentation at the Senate hearing.

"The only significant difference between this approach and that originally envisioned by the Act is one of timing: Transfer of the rail properties to ConRail could be accomplished at once, while planning decisions could be deferred beyond the imminent deadlines now confronting USRA," McArthur said.

Associate dean of the Harvard Business School and a professor of management and finance, McArthur has served as a consultant to companies and government agencies abroad on both private and public industrial reorganization programs, and as a director of companies in the fields of banking, investment management, transportation and real estate.

Prompt conveyance to ConRail of the bankrupt Northeastern railroads would simplify the task of USRA. In order to carry out its legislative mandate, USRA has had to attempt to resolve, within an impossibly short time frame, three separate problems—transferring of the rail properties, directing the restructuring of the Northeast rail system, and wrestling with the question of light density lines.

To Allow More Study

With immediate conveyance of the bankrupt properties, ConRail would become a railroad holding company charged with management of the bankrupt carriers as operating subsidiaries.

This would enable ConRail to make more deliberate decisions on radically different approaches now being put forward in criticism of the USRA Preliminary System Plan at hearings in the House of Representatives.

McArthur said that these hearings "all indicate that the restructuring issue needs more time and study. It is now apparent that the Act is too optimistic in one critical respect: It contains deadlines for decisions by USRA—and by those who must review its work, including the Congress—that are simply too short.

"It now seems clear that the long-term planning and restructuring process requires considerably more time in order to design a rational structure, to conduct whatever negotiations and make whatever decisions are necessary to carry it out, and to recruit and have in place a highly capable and smoothly functioning ConRail management team. The danger is great that if both the transfer of the bankrupt lines and the restructuring process are undertaken simultaneously—within the brief time provided in the Act—neither goal will be achieved successfully."

The Act mandated that USRA achieve, within an unprecedentedly short time, one of the greatest industrial reorganizations in this country's history, McArthur pointed out. He stated that the Penn Central Trustees have consistently supported the Regional Rail Reorganization Act as a good framework within which to resolve the Northeast rail problem.

"It is our belief that within the existing framework there is every opportunity to prevent complete nationalization and to clearly limit permanent government involvement as contemplated in the Act," McArthur said.

A Recycling Process

He stated that the Trustees are recommending a "recycling process, consistent with the tried and true approach of the business world, in which the acquiring firm takes control of the other company, determines what changes are needed by operating it for an interim period, and then carries out whatever restructuring it finds necessary."

After the first and immediate step of transferring to ConRail all the rail properties of the bankrupt carriers, "ConRail would hold these properties for an interim period—two to four years, for example—and initially operate them as they are now being operated, with the important difference that necessary rehabilitation could be undertaken more easily and effectively. This would give USRA and ConRail the necessary time to deal with the difficult problems involved in the restructuring of these rail properties, and in determining which of them should be transferred to solvent carriers, which should be consolidated into one or more new railroads, and which should be abandoned or returned to the bankrupt estates.

"Only if ConRail is allowed to operate the existing system while it decides—together with USRA and other government planners—how it should best be structured can it obtain the data and experience that are indispensable to that decision. This is not the time to conduct an experiment with an untried and seemingly inefficient method of industrial reorganization. There is much too much at stake to make a mistake."

McArthur said the approach suggested by the Trustees would be less expensive for the taxpayer than alternative solutions. Rehabilitation would probably proceed more quickly and more effectively, operating losses would be stemmed more rapidly, and substantial savings would be made by avoiding managerial problems.

"It would save costly future Federal interventions that will undoubtedly be necessary if we do not take the time to do things right this time, but rather rush into a chaotic and unworkable situation that may prove no more viable than the present rail structure," he said.

Significant Advantages

McArthur listed other "significant advantages" of the recycling plan over any other alternative presently under consideration. It would allow the operation of the bankrupt roads to be placed under single control and management as quickly as possible, whereas now the responsibility is divided among various reorganization courts, Trustees, USRA and other government agencies.

It would permit ultimate solutions to the restructuring and branch line problems to be developed in an orderly fashion, enable reliable data suitable for making restructuring decisions to be generated, and also allow time for the development of line abandonment criteria.

Additionally, it would be the best means for retaining all options for a restructured system and would preserve complete flexibility for planning the restructuring. ConRail would inherit the existing management of each of the bankrupts, and would be able to integrate the separate operations and management involved in an orderly fashion, over a significantly longer period than is presently envisioned under the Act.

It would place management for the operation of those properties where it belongs, permitting the ConRail management team to succeed the various Trustees and reorganization courts, whose attention is constantly being focused on problems having little to do with railroad operations, and who are charged with balancing a number of different priorities and interests.

Employee Protection Under ConRail

When the Consolidated Rail Corporation (ConRail) takes over the bankrupt railroads, what protection will be given to employees?

The answer is spelled out in the Regional Rail Reorganization Act.

Under the Act, "protected employee" means an employee of a bankrupt railroad who was below the age of 65 on the day the Act was signed—January 2, 1974. (Exceptions: The Act does not grant protection to a railroad president, vice president, treasurer, secretary, comptroller or any other person who performs comparable functions.)

The protection will come into effect at the time the bankrupt railroad's property is actually conveyed to ConRail. That's scheduled to take place next year.

Beginning at that time, any protected employee who is deprived of employment or has to take a lower-paying job will be guaranteed continuation of his previous earnings, up to maximum of \$2500 a month.

The duration of this income guarantee

will depend on how much service the employee had as of January 2, 1974.

For employees who had 5 or more years of service on January 2, 1974, the income guarantee will continue until age 65.

Employees who had less than 5 years' service on that date will have their income guaranteed for a period equal to their years of service.

In either case, the income guarantee period could be terminated sooner in event of death, retirement, resignation or dismissal for cause.

Employees whose jobs are eliminated may be transferred to other parts of the new ConRail system to fill jobs that cannot be filled locally.

If the transfer necessitates a change of residence, moving expenses will be paid.

If the employee does not wish to accept a transfer, he may choose a voluntary furlough, or accept separation from service with a lump-sum separation allowance. The amount of this allowance will be computed as follows:

Employees who had 5 or more years of

service and accept separation from service will receive lump-sum allowances varying according to age:

Any age up to 60	360 days' pay.
61 years old	300 days' pay.
62 years old	240 days' pay.
63 years old	180 days' pay.
64 years old	120 days' pay.

For employees with 3 to 5 years' service, the separation allowance will be 270 days' pay.

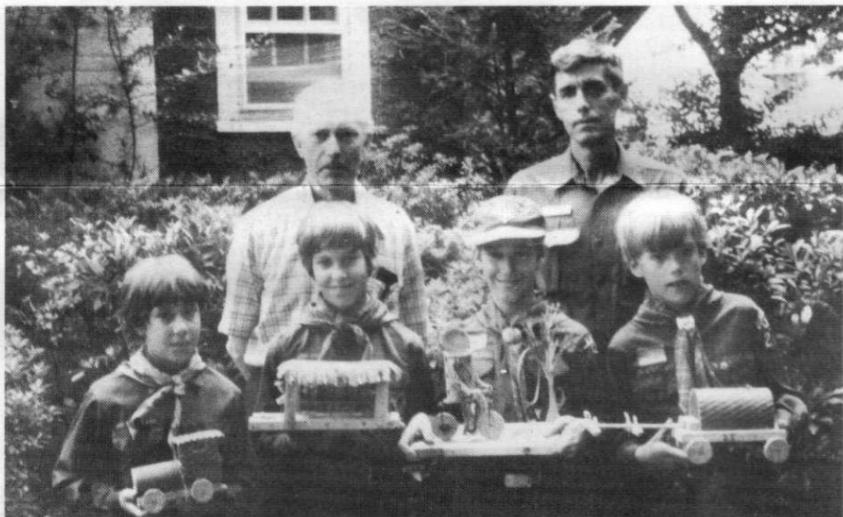
ConRail may terminate the employment of persons with less than 3 years' service. They will be entitled to lump-sum separation allowances as follows:

2 to 3 years' service	180 days' pay.
1 to 2 years' service	90 days' pay.
Less than 1 year	5 days' pay

for each month of service.

NOTE: If portions of the Penn Central railroad are sold to solvent railroads under the provisions of the Regional Rail Reorganization Act, Penn Central railroad employees who may be affected will have the same protection as employees who go into the ConRail system.

PC PEOPLE



A Couple of Good Scouts

Penn Central has always had a substantial number of men who believe deeply in the values of Scouting and are willing to contribute their time and energy.

In the photo are two examples—Augustin (Bud) Schisler, a PC electrician, and Arthur Black, a special inspector. They work at the Harmon (N.Y.) Shop in PC's Metropolitan Region.

They're shown with several of the 40 Cub Scouts who participated in a special event the two men arranged. It was called "Genius Night." The idea was for the boys to collect scrap materials from the home and elsewhere and try to make something ornamental, preferably with a transportation theme.

"It was an exercise in imagination, and they responded with an enthusiasm that made you feel very good about these youngsters," said Bud Schisler.

Mr. Schisler, who has four school-age children, has given his free time to the Cub Scouts for many years, though not holding official positions.

Mr. Black, who has three sons, two in the U.S. Air Force, has served as scoutmaster, committee chairman and unit commissioner. Each year he supervises a weekend scouting trip to Clear Lake, N.Y., and he has just started an Explorers Group of Boy and Girl Scouts. He has received two high honors from the Scouts, the Bronze Pelican and Silver Beaver awards.

Alert to Danger

Dave Lynn was driving his car on an Illinois highway, on the way to the hospital to pick up his young son. There was much on his mind.

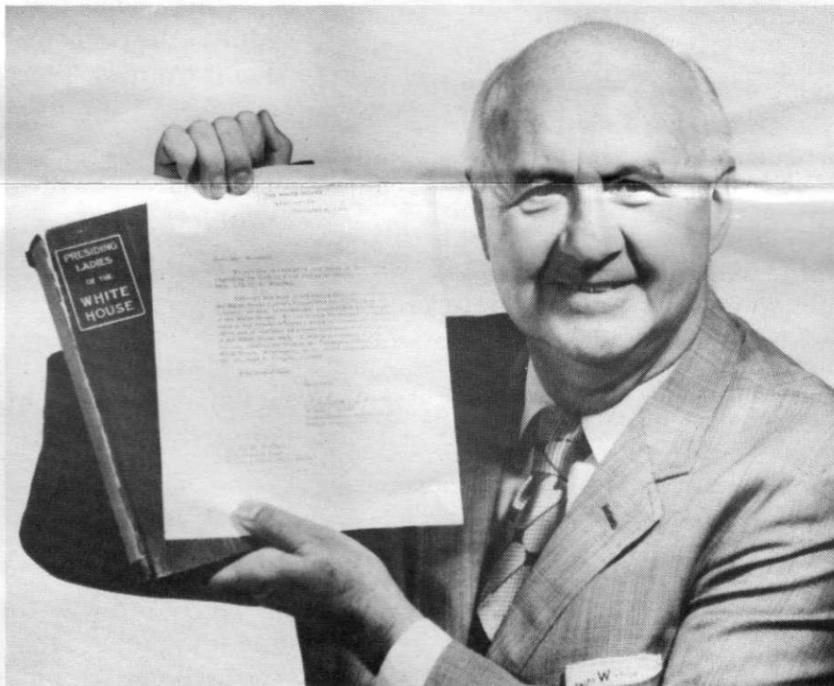
But Mr. Lynn, assistant office manager at the PC Sales Office in St. Louis, automatically noted conditions on the PC railroad line paralleling the highway.

Which was why he observed that a load of poles on a rail car had shifted and barely missed a carload

of new autos as it went by.

Mr. Lynn immediately drove to Highland station where he found the local switching crew at work. He had the crew radio the train, SO-8 out of Rose Lake Yard, East St. Louis. And the car was set off.

Said William J. Von der Schmidt, PC sales manager at St. Louis: "This act was very commendable and I am sure it prevented damage and possibly a derailment."



A Gift for the White House

A retired Penn Central man has presented a rare book, written by his mother, to the White House Research Library.

Frederic H. Woolfall, who served as manager-public relations for the Penn Central at Cleveland, is shown holding the letter of acceptance from the office of the White House curator. (Photo courtesy of the Cleveland Plain Dealer.)

The book, containing portraits and biographical information about the wives of the Presidents, was written by Lila G. A. Woolfall, a prolific author, poet and song-writer. Entitled, "Presiding Ladies of the White House," it was published in 1903 by the Bureau of National Literature and Art, which no longer exists. It sold for \$10, an unusually large sum for a book at that time.

The book has been accepted as a reference source for members of the White House staff and the President and his family. It also is expected to be of use in answering questions the

library receives from the public.

Among the interesting sidelights is the extreme propriety of some of the White House's occupants. Mrs. James K. Polk prohibited dancing. Mrs. Rutherford B. Hayes forbade any use of wine.



"YOU HAVE TO HAMMER THAT INTO SOME PEOPLE'S HEADS."

New traffic control system will give the Penn Central 150-MILE VIEW

Looks pretty complex, this maze of wires and electrical relays being handled by the PC men in these photographs.

But this is only a small sample of an intricate installation job being done by communication and signal men in Penn Central's Pittsburgh Division.

They're helping establish the largest computer-aided railroad traffic control system in the U.S.

It's designed to assure safe, efficient train movement, controlled from a single point, on 150 miles of the Main Line and the Conemaugh Line, which make up one of America's busiest freight traffic arteries.

On a typical day, these tracks handle 65 freight trains, in addition to four passenger trains and four mail trains. Well over 100,000,000 tons of freight pass over this trackage in an average year.

The new traffic control system will enable PC people to move this huge volume more efficiently than was previously possible, with greater flexibility of operations and closer and more effective control. It also provides the potential for efficient handling of much greater traffic volumes.

What will emerge will be a system of four main tracks — two on the Main Line, two on the Conemaugh — each signaled for trains to operate in either direction.

The central control point at Pittsburgh will be able to see at a glance traffic conditions over the entire computer-controlled area.

This will include the portion of the Main Line and the Conemaugh line from Conpitt Junction (the point known as "J.D.," west of Johnstown, Pa.) to Jacks Run on the north side of Pittsburgh and to Corliss on the west end of Pittsburgh. Also included will be the Port Perry Branch, which provides a freight bypass around downtown Pittsburgh on the south side, and the Brilliant Branch, which provides a freight bypass on the north.

The flexibility afforded by the

new system will provide a bonus: It will enable Penn Central to retire surplus track where only two tracks will now be needed. The rail that will be taken up will be welded into 1440-foot steel ribbons and be installed on other sections of PC's heavy-density lines.

The project was approved in 1972 by the Federal Court in charge of the Penn Central reorganization. The anticipated cost is \$4.1 million. The anticipated saving to the railroad will be, at today's prices, about \$1.3 million a year.

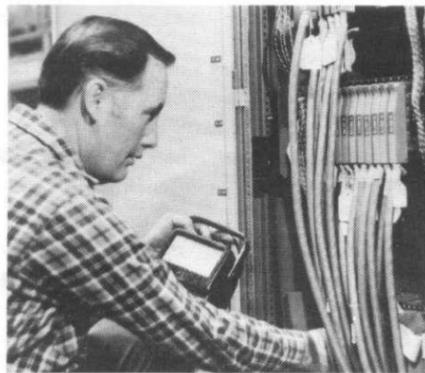
A few months ago, a ton of equipment that makes up the heart of the new system was rolled into a small building recently erected at the east side of the Pittsburgh passenger station. The manufacturer of this equipment is the Union Switch & Signal Division of WABCO.

As the computer and the rest of the equipment is being installed, it's possible to visualize the scene when everything becomes operational.

The most striking feature is a display panel showing a diagram of the entire track system between Johnstown, Pa., and Pittsburgh.

As soon as a train arrives at any point in this system, a signal flashes on the display panel.

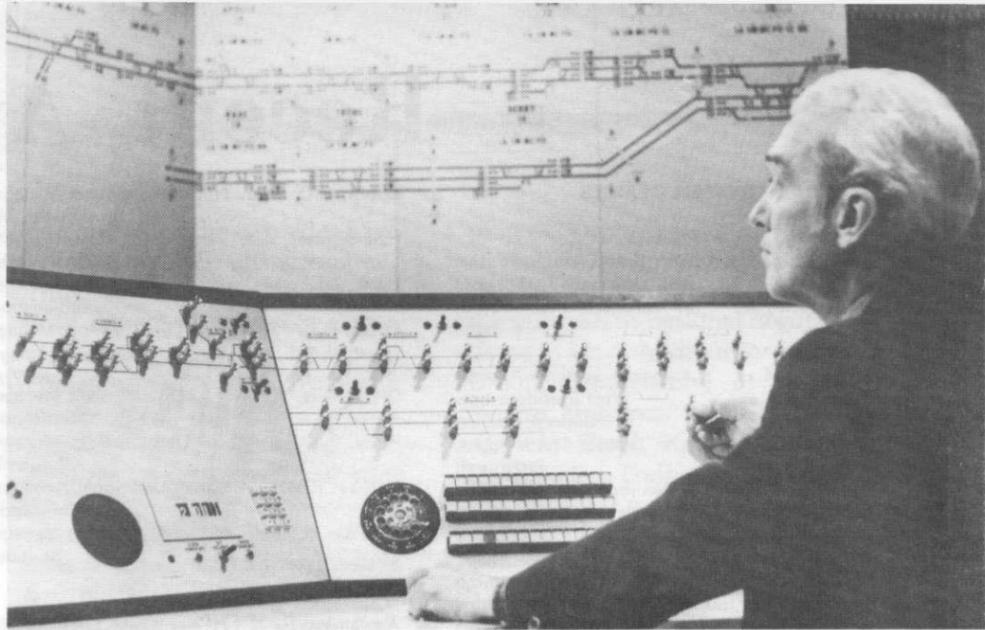
A PC operator, seated at the control console, promptly presses a button. Immediately, glowing lights on the display panel indicate the



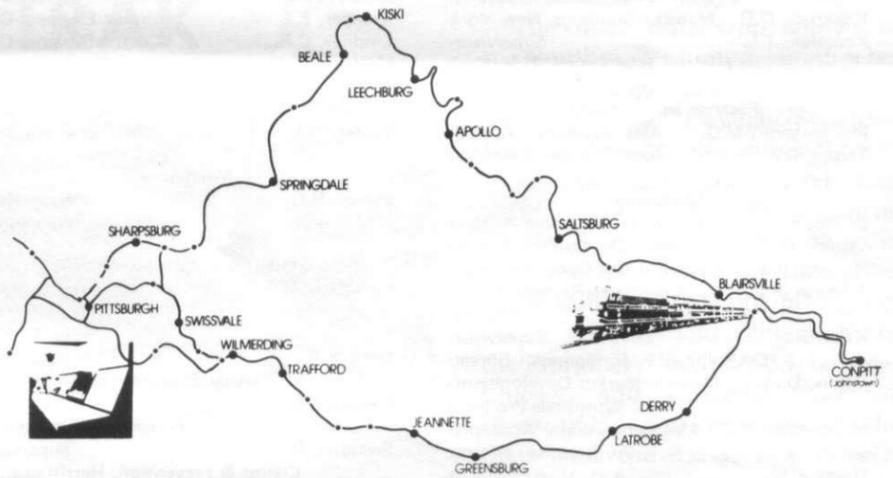
At the Pittsburgh control center, C&S Maintainer Ronald F. Kohler checks the power supply voltage for the computer.



Carl O. Waibel, PC communication and signal inspector, completes wiring of instrument panel that activates switches and signals at field location west of Johnstown, Pa.



Operator Lester W. Kennedy tries out the controls of the new console at Pittsburgh. The display panel above, when completed, will simulate the rail lines shown on map below.



routes that are open. Other routes remain dark.

The operator then presses another button to select a point where the train will exit from the system.

Automatically, out on the railroad, switches are set, the route is "locked up" and signals are cleared for safe train movement.

Once a route has been locked up, the potential for accident — by establishing a conflicting route for another train — is eliminated, because the system can check itself. For instance, a command telling the equipment at a track location to throw a switch will be "rejected" and returned to the computer if the switch is already locked into position for a train movement.

The operator at the control console can supplement his communications by direct radio contact with train crews and yard personnel.

Establishment of the "Pittsburgh Consolidation" will be the result of more than a dozen years of study to determine the most efficient, safe

and economical way to move high-volume train traffic into and through the busy Pittsburgh district.

Portions of the network may go into operation by summer. The entire project will be completed by the end of 1975.



C&S Maintainer G.L. Sodini makes the final cable connection between the operator's control console and the computer.

Incident at the Crossing

Brakeman James F. Bentley stood at the crossing, displaying a red flag to halt traffic while his engineer shoved 10 freight cars toward a nearby industry.

Motorists waited. Pedestrians waited. But an 11-year-old boy on a bicycle didn't wait.

He skirted the waiting cars and headed full speed for the crossing. Then, in sudden panic, he tried to stop—and skidded into danger.

Instantly Brakeman Bentley rushed across the tracks. Ten cars back, Conductor F. W. Troutman saw him go and signaled the engineer for an emergency stop, but the first of the 10 freight cars was almost at the crossing.

Brakeman Bentley hurled himself at the boy and bike and dragged them clear of the track—and the first car went by so close to Jim Bentley's back, he could almost feel it.



"Gave me a cold sweat," he said.

That night at the dinner table, he related the incident to his sons Jim, 15, and Tim, 11. He had talked to the boys many times about bicycle safety. Now his throat was a bit hoarse as he repeated a warning: Never speed at a railroad crossing — stop, look and listen instead.

Later, a letter from Superintendent L. B. DuPrau, Philadelphia Terminal Division, commended Brakeman Bentley for his "heroic act."

Recent Appointments

SYSTEM OFFICES

Trustees
Flood, J.J. Real Estate Administrative Assistant to Trustees
Gross, V.L., Jr. Manager-Administration

Legal
Cichon, C.M. Associate Systems Auditor
Duke, P.R. Vice President-Law
Helmetag, C. General Counsel
McCullough, D. District Claim Agent, Pittsburgh
McElroy, W.V. Senior Systems Auditor
McVay, J.D. Asst. District Claim Agent, Pittsburgh
O'Conner, D.M. Asst. Chief Claim Agent, Pittsburgh
Shockley, R.P. Supervisor-Expenditure Audits
Wade, W.A., Jr. Supervisor-Operational Audits

Real Estate
Hathaway, P.J. Supervisor-Real Estate, Pittsburgh
Koberger, D.R. Manager-Buildings, New York
Kolaniak, J.T. Supervisor-Real Estate, New York

Finance and Accounting
Montemayor, M.C. Asst. Economic Analyst
Trapp, T.V. Asst. Economic Analyst

Marketing
Bowes, R.A. Equipment Planning Analyst
Estock, G.J. Senior Car Control Analyst
Holland, J.J. Senior Car Control Analyst
Johnson, P.B. Coal Sales Representative, Chicago
Kelly, F.J. Supervisor-Diversion & Reconsignment Bureau
Mazur, D.M. Manager-Market Development-Consumer Products
McCormick, P.C. Manager-National Accounts-Automotive, Detroit
Olson, P.W. Asst. Vice President-Marketing Services
Sanders, M.S. Asst. Vice President-Automotive
Wefel, E.L., Jr. Senior Market Planning Analyst

Labor Relations and Personnel
Foley, F.A. Assistant Supervisor-Personnel, New York

Vice President - Staff
Friedel, J. Acting Manager-New York Data Center
Hughes, L.A. TABS Data Analyst

Sales
Abernathy, W.J. Manager-National Accounts-Rubber Products
Callender, L.C. Sales Manager, Cleveland
Cramer, R.N. Vice President-Sales
Garden, T.J. Manager-Intermodal Sales, New York

Gobbi, R.C. Asst. TrailVan Terminal Manager, Springfield, MA
Hale-Sanders, A.J. Asst. Manager-TrailVan Sales, Montreal
Head, T.L. Asst. Sales Manager, Indianapolis
Lucas, D.L. Asst. TrailVan Terminal Manager
Marshall, S.J. International Sales Manager, New York
Olson, D.N. District Sales Manager, Minneapolis
Perry, F. Division Sales Manager, Louisville
Ratkay, F.M. Manager-National Accounts-Grain, Minneapolis
Von der Schmidt, W.J. Sales Manager, St. Louis

Engineering
Alexander, H. Chief Engineer-C&S
Cunningham, J.G. Engineer-C&S Construction System Engineer-C&S Maintenance
Early, J.A. Assistant Engineer-C&S
Kheny, A.K. Circuit Engineer-C&S
Krueger, E.E. Circuit Designer-C&S
Lindner, C.E. Chief Engineer-Special Projects
McNally, H.J. Asst. Circuit Engineer-C&S
McNamara, M.T. Chief Engineer-Staff
Teeter, R.L.

Mechanical
Freres, H.D. Supervisor-Air Brakes, Indianapolis

Operating Administration
Civis, J.A. Sr. Industrial Engineer
Jones, H.W. Asst. Director-Freight Claims, Buffalo
Neal, R.B. Supervisor-Industrial Engineering, Altoona, PA
Phelan, J.A. Asst. Director-Freight Loss Prevention
Sweigart, R.C. Supervisor-Claims & Prevention, Harrisburg, PA
Wenzer, S. Asst. Director-Damage Analysis
West, R.F. Supervisor-Contract Administration

METROPOLITAN REGION
Gilpin, J.H. Supervisor-Third Rail & Transmission, New York
Hart, F.C. Employee Counselor, New York
Rawlins, G.W. Senior Buyer, New York

NORTHEAST CORRIDOR REGION
Mastrangelo, A.T. Captain-Police
Pearson, N.B. Regional Mechanical Supervisor- Locomotive & Passenger Car Performance, New Haven, CT.

EASTERN REGION
Baldwin, C.C. Engineer Training Coordinator, Baltimore
Bryan, E.C. Regional Mechanical Supervisor-Freight Cars

Murlatt, E.G. Engineer Training Coordinator, Harrisburg, PA

Chesapeake Division
Irvin, G. Assistant Supervisor-Track, Washington, DC
Simmers, M.E. Supervisor-Track, Washington, DC
Smith, R.E. Assistant Supervisor-Track, Baltimore

Harrisburg Division
Shepard, E.E. Assistant Superintendent Harrisburg, PA

New Jersey Division
Blattner, B.A. Assistant Supervisor-Track, New York
Clouse, A.L. Assistant Supervisor-Track, Morrisville, PA
Corty, C.E. Asst. Master Mechanic, Meadows, NJ
Kane, L.L. Master Mechanic, Meadows, NJ

Philadelphia Terminal Division
Erickson, B.L. General Foreman-Car, Camden, NJ
Nouse, P.E. Asst. Superintendent
Tees, J.P. Asst. General Foreman-Car
Weisser, J.B. General Foreman-Locomotive, Camden NJ

NORTHEASTERN REGION
Brown, J.M. General Foreman-Locomotive, New Haven, CT
Lingenfelter, L.S. Engineer Training Coordinator, New Haven, CT
Mooney, T.C. Captain of Police, Boston
Mullen, E.W. Employee Counselor, New Haven, CT
Spencer, L.L. Engineer Training Coordinator, New Haven, CT
Vedder, A.G. Asst. General Foreman-Locomotive, Selkirk, NY

CENTRAL REGION
Ferren, R.F. Engineer Training Coordinator, Conway, PA
Nadzam, J.J. Engineer Instructor, Conway, PA
Rondinelli, J.F. Asst. Production Engineer-Track, Youngstown, OH

Allegheny Division
Black, B.F. Road Foreman, Altoona, PA
Doty, A.J. Asst. General Foreman, Altoona, PA
North, P.G. Office Supervisor, Altoona, PA
Wollett, E., Jr. Division Engineer, Williamsport, PA

Pittsburgh Division
Dubbs, G.R. General Foreman, Mingo Jct., OH
Gearhart, R.J. Asst. Master Mechanic, Pittsburgh

Kohar, E.P. Office Supervisor, Pittsburgh
Szewczyk, S.W. Statistician, Pittsburgh
Tolbert, C.E. Supervisor-Transportation Reporting, Pittsburgh
Wolny, V.P. Supervisor-Structures, Pittsburgh

Valley Division
Saturday, P. Trainmaster, Ashtabula, OH
Skocich, R.C. General Foreman, Youngstown, OH
Thimlar, J.M. General Foreman, Lordstown, OH

NORTHERN REGION

Canada Division
Wayne, A.J. Division Superintendent, St. Thomas, Ont.

WESTERN REGION
Hellums, H.F. Mechanical Supervisor (Night), Chicago
Pitts, J.P. Engineer Training Coordinator, Cleveland

Chicago Division
Burton, W.E. Assistant Supervisor-Track, Chicago (59th St)
Castagnino, J.J. Material Engineer, Chicago
Karasiak, S.J. Supervisor-Track, Colehour, IN
Wingear, H.R. General Foreman-Car, Elkhart, IN

Cleveland Division
Betts, R.R. Assistant Supervisor-Train Operation, Cleveland
Butler, S.L. Asst. General Foreman-Car, Collinwood, OH
Lee, D.W. Asst. Trainmaster, Cleveland (Rockport Yard)

SOUTHERN REGION
Feeley, E.J. Superintendent-Police, Indianapolis
Langston, C.W. Asst. Production Engineer-Track, Richmond, IN

Cincinnati Division
Hutchinson, P.D. Supervisor-Track, Van Wert, OH
Richardson, S.A. Assistant Supervisor-Track, Middletown, OH

Southwest Division
Cherry, C.W. General Foreman, Terre Haute, IN
Haenig, G.R. Supervisor-Track, Danville, IL
McCarty, J.E. Supervisor-Crew Dispatchers, Avon, IN
Oeffler, T.L. Assistant Supervisor-Track, Paris, IL
Pearson, D.L. Trainmaster, Indianapolis
Wilson, R.O. Terminal Trainmaster, Avon, IN



Shaggy Dog Story

The sound of loaded coal cars pulling into Haselton Yard at Youngstown, Ohio, was suddenly punctuated by the sound of a barking dog.

That just didn't sound exactly normal to Yardmaster Thomas P. Kelly and Clerk Brad Felger. Felger climbed up and found a coal-black dog huddled in one of the cars.

He carried it down to the ground. The dog immediately adopted him, limped to the yard office and shared Brad Felger's lunch.

When Mickey Ervin, the second-trick clerk, came on duty, the dog adopted him, too. Ervin's wife, Marilyn, volunteered to provide a bath. The dog came out a beautiful honey color.

The dog's limp troubled the railroaders, so they brought it to a vet.

Diagnosis: Hip fracture.

The Penn Central people then took up a collection to pay for the operation. (The photo, from the Youngstown Vindicator, shows the dog after surgery.)

While the dog was recuperating, the PC people asked a radio station to tell the public about a dog looking for a permanent home. Ten persons responded. The railroaders carefully checked them out, and finally awarded the dog to a conscientious student at Youngstown State University.

Not all shaggy dog stories have such a fine ending.



Honored by Army

Linell L. Bock, assistant district sales manager at St. Louis, has been awarded the Army Commendation Medal for meritorious service.

Mr. Bock was a major in the Third Transportation Brigade (Railway), U.S. Army Reserve.

As assistant chief of staff for services and maintenance, he was credited with helping achieve "a smooth flowing, responsive supply system and an upward progression of maintenance readiness posture." The award cited him for "displaying unusual initiative, professional competence and sound judgment."

During World War II, Mr. Bock was a corporal and squad leader of an armored half-track crew, participating in campaigns across Europe, including the rescue of American troops besieged at Bastogne.

After the war, he attended the University of Illinois, obtaining a bachelor of science degree in 1949. He joined the railroad in 1950.



Family Doctor

One gets the impression that as soon as a young doctor finishes his internship, he eagerly starts becoming a specialist.

What's happened to the old-time family doctor?

The good news is that he's alive and well, and his numbers are growing, says Dr. Carl B. Hall.

Dr. Hall is a family physician in Charleston, West Va., and also provides medical services for the Penn Central.

He recently became president-elect of the American Academy of Family Physicians. This organization works to encourage young doctors to go into general practice, treating the entire family—from delivering babies to setting fractures, from counseling teenagers to taking care of the elderly.

"We are making an effort to restore what medical care has been," Dr. Hall says. "Knowing the patient and the other members of his family over a period of time enables us to better understand the factors affecting his health."

Until recently, he said, the typical young doctor "wanted to go to the cities to work in big clinics."

"Now the trend has changed and we have more young people wanting to be family physicians. They see in that type of life something more than they see in urban areas."

The American Academy of Family Physicians (formerly the American Academy of General Practice) now has 36,000 members throughout the country. "Family medicine" was recognized as a specialty by the American Medical Association in 1969.

THE LABOR SCENE

President Ford appointed an Emergency Board on April 16 to investigate the labor dispute between the Brotherhood of Railway and Airline Clerks and the railroad companies.

The President's action averted a national strike scheduled to begin April 18. The Clerks declined to accept the pattern settlement already agreed to by other major railroad unions.

The Emergency Board consists of Alexander B. Porter, chairman, and James M. Harkless, both Washington attorneys and labor arbitrators; and Rev. Francis X. Quinn, a university professor and labor arbitrator at Philadelphia.

Under the Railway Labor Act, the Emergency Board has 30 days to investigate a dispute and issue recommendations for set-

tlement. Then the two sides have 30 days to seek an agreement. Thus, for a total of 60 days—until June 16—no strike action may be taken.

Meanwhile, four shopcraft unions have circulated ballots among their members on whether to authorize a national strike. They are the Railway Carmen, Electrical Workers, Firemen & Oilers, and Boilermakers & Blacksmiths—all affiliated with the AFL-CIO Railway Em-

ployees' Department.

The following unions have already reached agreement with the railroads in national negotiations: United Transportation Union, Brotherhood of Locomotive Engineers, Railway Signalmen, Sheet Metal Workers, Machinists, Train Dispatchers, and M-of-W Employees.

A separate agreement was signed by Penn Central and the Transport Workers Union covering carmen.

NEW CARS FOR AMTRAK

Passengers on Amtrak trains in Penn Central territory can look forward to a new breed of Metro-liner-type cars, hauled by diesel or electric locomotives.

Amtrak has ordered 492 of these cars, to be built at the Philadelphia plant of the Budd Company. The order is to be completed by June, 1977.

In addition, Amtrak has ordered 235 double-deck cars, to be built by Pullman-Standard at Hammond, Ind. These are for long-distance service.

This newly designed equipment, said Amtrak President Paul Reistrup, "will drastically change the look and style of American train travel. More importantly, the cars will improve passenger comfort, train reliability and economics of operation."

The Budd cars will incorporate such features as electric heating and air conditioning, reclining seats with individual tray tables, and newest Federal safety features. They'll be able to run at speeds up to 120 mph.



New stainless steel single-level coaches for use in the east and midwest.

The Pullman-Standard bi-levels will have interior floor tracks, permitting changing of the interior arrangements according to need. The same basic design will be adaptable as coaches, diners, sleepers and diner-lounges.

Among the features will be air-cushioned suspension, sound-absorbing materials, seats spaced as far apart as first-class airline seats, and luggage storage areas above and below the seats. The car entrances

will have fold-out ramps, wide aisles and handrails "to allow unassisted mobility by handicapped travelers, including those using wheelchairs."

Pass Restrictions

Amtrak has announced that from June 6 through September 1, the Rail Travel Privilege Card (RTPC) may not be used for free or reduced-rate travel on any part of the route of **Broadway Limited** trains that leave their origin cities on Fridays,

Saturdays or Sundays.

The same restriction applies to the **Southwest Limited**, running between Chicago and Los Angeles; and the **Coast Daylight/Starlight**, between Los Angeles and Seattle.

Amtrak also announced that RTPC cards showing Penn Central as the home road are not valid now for free travel on the **James Whitcomb Riley** (Trains 50-51) between Chicago and Cincinnati, or the **Floridian** (Trains 52-53) between Chicago and Louisville, because these trains now operate via the C&O and the L&N, respectively. Until these trains are restored to their former routes on the Penn Central, PC people holding an RTPC are entitled only to half rate transportation on these trains.

In regard to **space reservations** for railroaders or dependents covered by a Rail Travel Privilege Card, Amtrak is again calling attention to the following regulation:

"Reservations may be made by the traveler only within the 24-hour period prior to scheduled train departure from his boarding point."

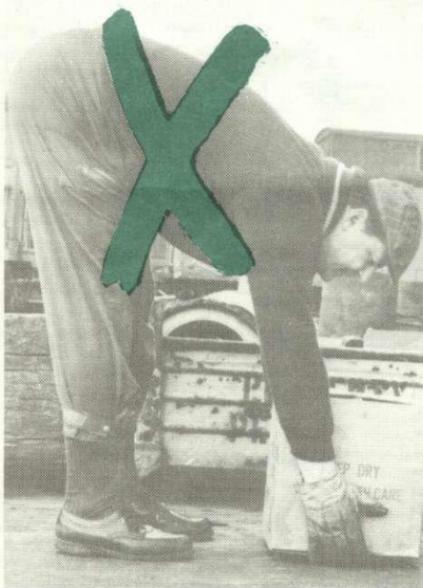
Violations of this rule will result in cancellation of pass privileges, Amtrak states.

Don't be X'd out!

Back ache—who needs it? It can nag you for years. Yet many persons let themselves in for such long-term misery merely by lifting a heavy object the wrong way.

The right way is simple. Safety Rule 4229-f tells it: "Bend knees and keep back as erect as possible." The legs do the work.

The wrong way—well, look at the photo below, left. It's posed by Joseph Czyzewski—who knows better, of course. He handles supplies at Pavonia Enginehouse, Camden, N.J.

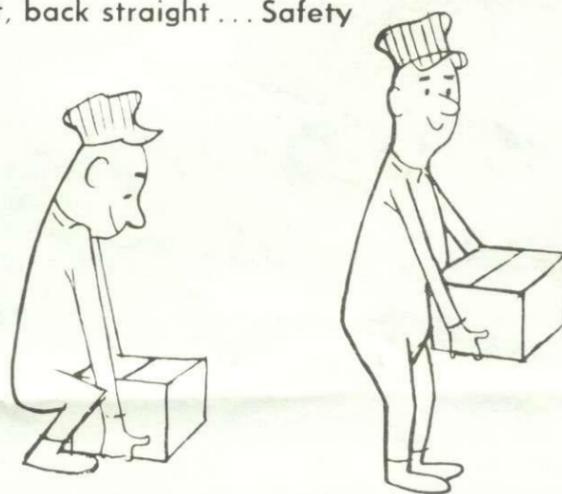


PLEASE DON'T lift by bending your back and keeping your knees straight. That puts all the stress on the complex vertebrae, discs and ligaments of your spine. Excessive strain in this position can spell trouble for you.

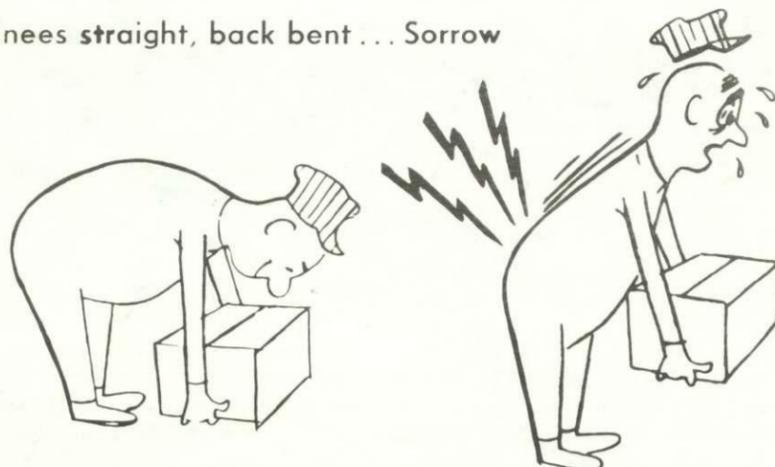


PLEASE DO lift by bending your knees and keeping your back as straight as possible. Then come up with your legs. They're naturally better able to do the job than your back, and are more resistant to the strain type of injury.

Knees bent, back straight... Safety



Knees straight, back bent... Sorrow



BUILDING ON THE PENN CENTRAL

Many industries searching for favorable locations to build new plants continue to find what they're looking for in Penn Central territory.

The year 1974 saw a total of 399 new or expanded plants taking shape along PC's rail lines.

"These plants represent a total investment by these industries of more than \$800 million," said Vincent J. Floyd, assistant vice president for industrial development.

"For the communities involved, this will mean more than 22,000 new industrial jobs when the new facilities reach full production.

"For Penn Central, this industrial development will mean an estimated 139,000 carloads or piggyback trailer-loads of freight annually."

While achieving these gains, Penn Central during 1974 lost 24 industries that closed down or moved from sites along the railroad, costing about 11,000 annual carloads or trailer-loads of freight.

Industrial development along PC's lines continues to show high activity in 1975. During the first three months, 84 companies have established new or expanded plants, and 204 others are already committed to locate on the Penn Central during the year.

Many of the new industries have chosen their new plant sites in in-

dustrial parks. Penn Central has access to more than 300 industrial parks located at key cities across the railroad's 16-state territory. These modern industrial groupings contain a total of 22,000 developed acres, and have 49,000 additional acres open for new industries.

But this is only part of the large inventory of industrial sites available to Penn Central customers, Mr. Floyd points out.

"We have complete data on over 2,100 parcels of industrial property, totaling 239,000 acres, accessible to Penn Central service," he says.

"And for companies interested in existing industrial buildings, we list 330 structures served by rail sidings, totaling 60 million square feet of floor space."

Essential information on plant sites and existing buildings has been computerized to provide quick answers to questions on plant requirements, Mr. Floyd says. An ingenious new computer program actually draws a diagram showing how much cutting and filling would be needed to level a large site.

Penn Central's Industrial Development offices in 11 cities are geared to provide comprehensive information on site development costs, topography, environmental impact factors, utilities, municipal services, zoning, labor supply, taxes and other elements that go into a pro-



A century-old grain scoop was used in groundbreaking for the Pennfield Corporation's new feed mill at Hempfield Industrial Park, near Lancaster, Pa. The mill initially will be able to mix 50 tons per hour, with computer controls. At the ceremony were Edwin Ireland, secretary of Lancaster Industrial Development Authority; Robert Good, chairman of East Hempfield Township supervisors; Robert Graybill, president of Pennfield; Raymond Herr, Lancaster County commissioner; and Max Smith, County agent.



At West Carrollton, Ohio, is this new 285,000 sq. ft. distribution warehouse designed and built by Miller-Valentine Corp., using the Con/Steel building program. The structure is owned by Mid-States Development Company, an affiliate of Miller-Valentine. Frigidaire Corp., Stone Container Corp., and SuperValue Stores have leased space in the building and the Mid-States Company already is planning construction of an additional building.

fitable operation.

"We'll counsel and advise in preparation of engineering design for track layout to obtain most efficient site utilization," he said.

"We'll do in-depth marketing distribution studies to help a company minimize material-handling and equipment problems and reduce the time it takes to get its products to market.

"We'll even serve as intermediary to option a property in behalf of a customer who prefers not to be identified in the early stages of negotiations."

Here are some typical companies that opted for Penn Central railroad service in selecting new sites during 1974.

ILLINOIS

Griffith Laboratories, Inc., Alsip: 270,000 sq. ft. food ingredients plant.

Continental Grain Company, Chicago: 2,500,000 bushel capacity expansion of grain elevator.

Crest Container Corp., a Continental Can subsidiary, Shelbyville: 269,000 sq. ft. building for manufacture and distribution of food containers.

Baker Associated Transfer, Champaign: 100,000 sq. ft. public warehouse.

Union Carbide Corporation,

Alsip: 80,000 sq. ft. packing-distribution facility and tank farm.

Chicago Tube & Iron Co., Chicago: 200,000 sq. ft. expansion of steel products distribution center.

Levitz Furniture Co., Lansing: 155,000 sq. ft. furniture distribution warehouse.

MICHIGAN

Sturgis Iron & Metal Co., Sturgis: Scrap metal reclamation facility.

Great Scott Supermarkets, Inc., Detroit: 475,000 sq. ft. food products distribution warehouse.

Ford Motor Co., Dearborn: 700,000 sq. ft. hot strip steel mill expansion.

Johns Manville, Detroit: 60,000 sq. ft. distribution warehouse.

Spartan Stores, Inc., Carlisle: 600,000 sq. ft. grocery products distribution warehouse.

Cadillac Motor Car Division, GMC, Detroit: 60,000 sq. ft. building and "Stac-Pac" loading facility.

INDIANA

Central Soya Co., Winamac: 500,000 bushel capacity grain elevator.

Seven Up Bottling Co., Indianapolis: 145,000 sq. ft. bottling plant.

International Harvester Co., Indianapolis: 267,000 sq. ft. expansion of truck engine plant.

St. Joe Paper Co., Hartford City:



Along the Penn Central main line and just off Interstate 95, southwest of Baltimore, is the new Baltimore Commons Business Park, a Kaiser Aetna development. Here are 300 acres planned for commercial or industrial sites, buildings for sale or lease, or the opportunity for a company to have a facility built to meet its particular requirements.



E.C. Molengraft, manager of industrial development at Philadelphia, and Richard Harrington, asst. manager, review plans for industrial site served by Penn Central.

ON THE COVER: Manufacturing and distribution center for RJR Foods is being erected on 30-acre site in Heller Industrial Park, So. Brunswick, N.J. Structure and Penn Central side track will be completed this summer.



Utility lines are being installed for the grocery products distribution center of Thriftway Foods, Inc., subsidiary of Fleming Foods Company. The 478,000 sq. ft. structure is being built at Oaks, Pa.

270,000 sq. ft. corrugated box manufacturing plant.

Early & Daniel Co., Beech Grove: 3 new silos with 1,000,000 bushel capacity.

Cummins Engine Co., Columbus: 206,000 sq. ft. building for storing and loading engines.

Trans City Terminal Warehouse Co., Indianapolis: 124,000 sq. ft. public warehouse.

OHIO

Ace Hardware Co., Toledo: 400,000 sq. ft. distribution warehouse.

Frigidaire Div., GMC, Moraine: 288,000 sq. ft. expansion of automobile air conditioner plant.

J. C. Penney Co., Inc., Columbus: 1,982,000 sq. ft. catalogue distribution center.

Southwestern Portland Cement, Dayton: 3.5 million barrel cement plant expansion.

Rockwell International, Inc., Columbus: 220,000 sq. ft. automotive springs plant.

Landmark, Inc., Xenia: 215,000 bushel grain elevator expansion.

PENNSYLVANIA

S. S. Kresge Co., Sharon Hill: 805,000 sq. ft. distribution center.

Erie Farms, Inc., Erie: 100,000 sq. ft. grocery warehouse.

McKesson Chemical Corp., Altoona: 60,000 sq. ft. chemical products distribution center.

Commonwealth International, Eddington: 422,000 sq. ft. distribution warehouse.



Kantwet Division of Questor Products has built a 500,000 sq. ft. manufacturing plant on 25 acres at Piqua, Ohio, for production of baby furnishings. PC side track is in foreground.

Allied Tube & Conduit Corp., Philadelphia: 150,000 sq. ft. expansion of electrical conduit and steel tubing plant.

J.I. Case Co., Morrisville: 100,000 sq. ft. machinery products distribution center.

Commonwealth Warehouse & Storage Co., Pittsburgh: 140,000 sq. ft. public warehouse.

MARYLAND

Burroughs Corp., Salisbury: 112,000 sq. ft. printing plant for business forms.

Monsanto Corp., Havre de Grace: 180,000 sq. ft. plastic container plant.

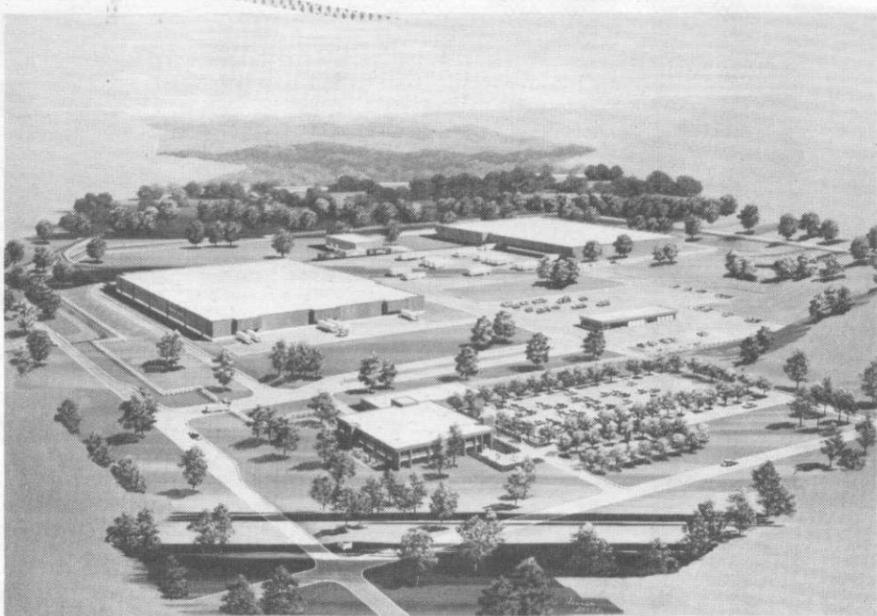
Solo Cup Corp., Federalsburg: 210,000 sq. ft. factory and warehouse for paper cups.

Michel Warehousing Corp., Cockeysville: 175,000 sq. ft. expansion of public warehouse.

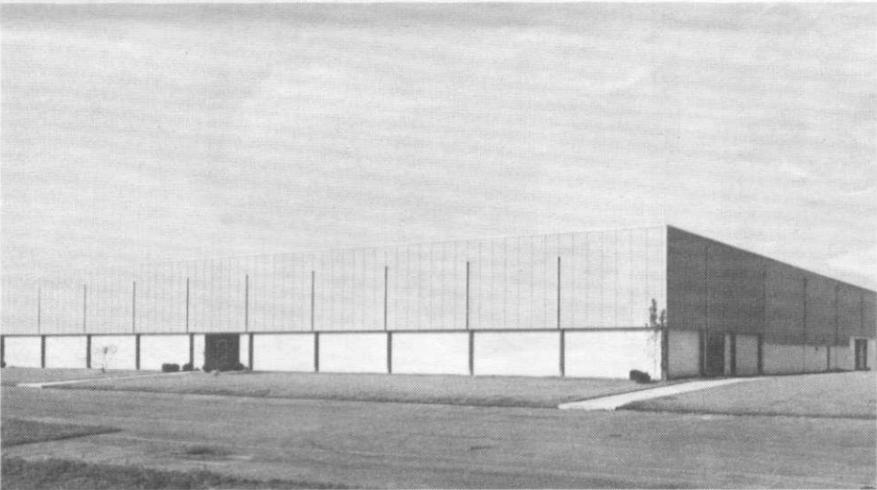
DELAWARE

DuPont Company, Seaford and Edgemoor: Expansion of chemical manufacturing plants.

Fiat, Wilmington: Automobile unloading, storage and distribution terminal.



Spartan Stores' grocery products distribution center, to be erected on the Penn Central at Carlisle, Mich., is shown in drawing by Daverman Associates, architects and engineers. This 600,000 sq. ft. facility, located on a 70-acre site, is a \$15 million investment.



80,000 sq. ft. building was erected in the PC-served Columbus (Ohio) Corporate Park by Southgate Development Corporation. It was leased to Nestle Co. as a distribution center.

Feralloy Corp., New Castle: 81,000 sq. ft. steel fabrication plant.

Consolidated Thermo Plastics, Harrington: 13,000 sq. ft. plastic film plant.

NEW JERSEY

Crown Drug Div., Supermarkets General, Edison: 268,000 sq. ft. distribution warehouse.

Johnson & Johnson, Dayton: 102,000 sq. ft. distribution warehouse.

Bamberger Co., Edison: 500,000 sq. ft. distribution warehouse.

Tyco, Inc., Mt. Holly: 210,000 sq. ft. toy fabrication and distribution plant.

W. J. Morris, Jersey City: New freight forwarder terminal.

Charms Candy Co., Freehold: 120,000 sq. ft. candy manufacturing plant.

NEW YORK

Western Electric Co., East Aurora: 800,000 sq. ft. manufacturing plant.

Agway, Inc., Batavia: New feed mill.

Carrier Corp., Syracuse: 172,000 sq. ft. distribution warehouse.

O'Connor-Mosher & Co., Inc., Warners: 100,000 sq. ft. grocery products distribution center.

CONNECTICUT

Georgia Pacific Corp., Manchester: 80,000 sq. ft. lumber-plywood distribution center.

Allied Growers Cooperative, Windsor: 309,000 sq. ft. grocery products distribution warehouse.

Baumritter Div., Ethan Allen, Inc., Newtown: 168,000 sq. ft. furniture distribution warehouse.

William B. Meyer, Stratford: 250,000 sq. ft. public warehouse expansion.

New Haven Trap Rock Co., Old Saybrook: Stone unloading depot and asphalt plant.

W. T. Grant Co., Windsor Locks: 450,000 sq. ft. distribution warehouse.



Thrift Drug Company, a division of J.C. Penney, is erecting a 210,000 sq. ft. warehouse and distribution center in the Bucks County Business Park, located along the Penn Central line near Langhorne, Pa.

RHODE ISLAND

Electric Boat Division, General Dynamics, Davisville: 567,000 sq. ft. steel fabrication plant.

Knights Express & Warehouse, Washington: 100,000 sq. ft. distribution warehouse.

MASSACHUSETTS

Pillsbury Flour, Mansfield: Food products distribution warehouse.

S. C. Johnson & Son, Framingham: 50,000 sq. ft. distribution warehouse.

American Hardware Supply Co., Westfield: 280,000 sq. ft. hardware distribution warehouse.

Baxter Laboratories, Mansfield: 60,000 sq. ft. distribution warehouse.

Boyden Plastic, General Mills Fun Group, Taunton: Manufacturing plant for plastic components

Penn Central Transportation Company publishes this tabloid magazine for its employees. Address communications to Penn Central Post, Room 1040, Six Penn Center, Phila., Pa. 19104.

MANAGER — EMPLOYEE PUBLICATIONS
Joseph Shallit
SYSTEM PHOTOGRAPHER
Nelson M. Stickler

