

PENN CENTRAL

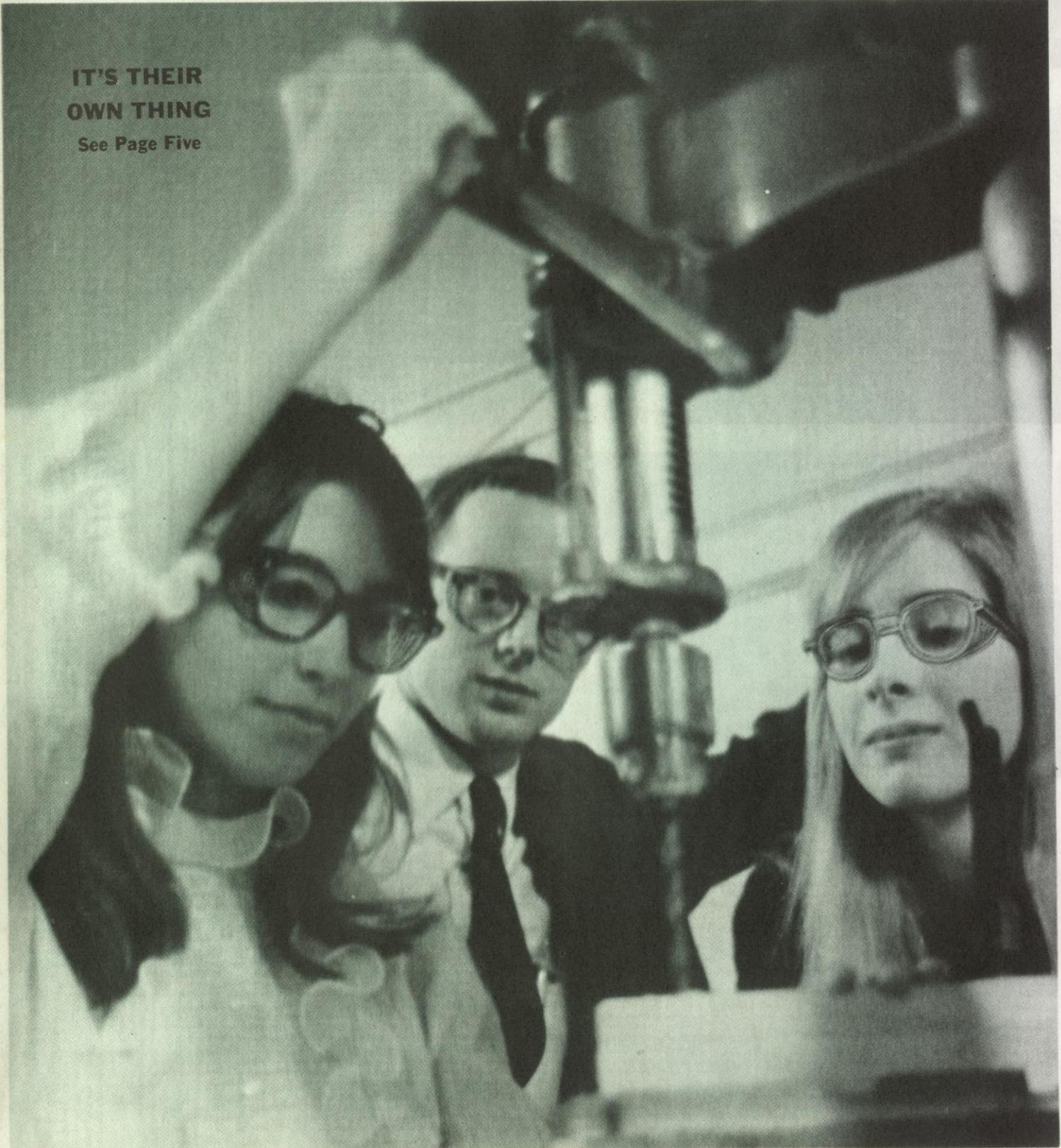
POST



NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

JUNE 1969

**IT'S THEIR
OWN THING**
See Page Five



It's a rocket ship?

It's a plane? It's...

TURBOTRAIN!

There's a new sound on Penn Central's rails.

It starts as a smooth purr and builds up to a high hum and a whoosh, heralding a brand new kind of land transport.

It's the TurboTrain—part train, part plane.

Powered by aircraft-type turbine engines, it went into scheduled service on April 8. Since then, it has been making one round trip daily between Boston and New York.

"If it works out the way we hope, it ought to bring more people back to the rails," said Conductor Peter Egnat, who made the TurboTrain's first official run.

"The accommodations are terrific. And the performance will get better and better as we learn more about handling this new kind of train."

In test runs on Penn Central's welded-rail test track, the TurboTrain has hit 170 miles an hour. However, in the initial phase of service, the train is being held to a maximum of 79 mph.

Its schedule for the 230-mile run from Boston's Back Bay Station to New York's Grand Central Terminal is 3 hours 55 minutes. This is a 20-minute cut from existing schedules. Eventually, the plan is to get the time down to 3 hours 15 minutes—an hour's saving. It has actually made this time, but only in test runs.

The new train is stirring wide interest in the States just to the north of New York, an area troubled by transportation problems.

Many public officials showed up for the TurboTrain's maiden run. There was John A. Volpe, U. S. Secretary of Transportation. Governor Francis Sargent, of Massachusetts, and Governor Frank Licht, of Rhode Island, were there, too. So were members of the Interstate Commerce Commission and other Federal

and State officials as well as newsmen from as far away as Cleveland.

"Everyone appeared well pleased," reported Janet Fusco, a Penn Central secretary at New Haven, who served as a train hostess for the initial run.

Helping her greet the passengers and distribute brochures and news releases was another PC secretary, Joan Melillo.

"The officials and newspapermen on our first run are naturally critical types, but they all said they like our TurboTrain," she said.

"They were especially impressed with the comfort and the view from the domes. You can really see the countryside from up there."

Penn Central doesn't own the TurboTrain. It belongs to the builder, United Aircraft Corporation. The U. S. Department of Transportation has leased the train from United Aircraft, and contracted with Penn Central to operate it.

The TurboTrain has three cars with capacity for 144 passengers. There is a dome car and power unit at each end. The train never has to be turned; it can be operated from either end.

It's made almost entirely of alumi-



num. The outside is a skin of smooth, heavy-gauge aluminum, with an airplane-type contour to minimize air drag. The light weight reduces the horsepower needs.

The train has six gas turbine engines, a type used in aircraft. Each engine produces 400 horsepower, and weighs only 300 pounds.

Five of the engines directly power the wheels. The TurboTrain thus differs from a diesel unit, in which the engine power is converted into electricity, and the electricity runs the traction motors. It differs also from the Metroliner and other electric trains, in which power is provided from overhead wires.

However, the TurboTrain has contact "shoes" enabling it to use third-rail electric current where required on the final few miles of its run through Manhattan into Grand Central Terminal.

The TurboTrain's sixth engine produces its own electricity for lighting, heating and air conditioning.

The train is specially designed to bank inward—that is, on curves it automatically leans in, not out. This enables it to take curves at higher speeds than other trains, with no loss of passenger comfort—an important advantage in New England territory with its many track curves. United Aircraft designed the interior in airline style, with carpeting, draperies, indirect lighting, and individually controlled reading lights. Each seat, except in the domes, has a fold-down table, for dining or paperwork. An airline-type galley provides food service.

The air is slightly pressurized to keep out dust and to lower the noise level. The cars have no intervening doors—the train is open from one end to the other.

The TurboTrain is considered an experiment. Will the public respond by filling its seats? Will the train be able to run at a profit? Will it per-



U.S. Secretary of Transportation John A. Volpe discusses train's performance with PC Vice President W. H. Tucker and E. C. Cross, superintendent of Boston Division.

form mechanically up to its planners' expectations? Will it be less expensive to operate than other trains?

Penn Central is enthusiastically committed to do what it can to make the experiment a success.

But on the second and third day following the initial run, the TurboTrain was out of service with an oil leak. Two weeks later, it was out for repair to an air line in its suspension system.

Another three-car TurboTrain, built by United Aircraft, was used to fill in during the last stoppage. This second train recently made an inspection run for members of the New York State Legislature. This trip was arranged jointly by the Railroad and the United Transportation Union. The crew men served on their own time.

The second train is to be used as a back-up for the first TurboTrain—then will go into full service. Each TurboTrain will make two round trips daily between Boston and New York—a total of eight trips a day—perhaps at higher speeds than at present.

This will provide a clear gauge of public acceptance and mechanical performance of this new conception in rail travel.



Joseph Bellinger and C. Madeline Wyleczuk serve meals from train's galley.



Trainman Claude MacGray uses the train's public address system to call stations.



Souvenirs of TurboTrain's first run are distributed by PC secretary Janet Fusco.



Passengers have a clear view through engineman's compartment in glass-enclosed dome.



Secretaries Janet Fusco and Joan Melillo add a touch of glamor to stairs of dome.



Newsmen leaves TurboTrain under watchful eye of Condr. Peter Egnat at Boston.

Commuter tickets quick as a flash

Commuters in the Philadelphia area are enjoying something new—a no-holes ticket.

It doesn't have to be punched. It just has to be shown to the trainman.

"Makes things easier for the passenger and for us, particularly when trains are crowded," says Conductor Paul L. Pennypacker.

"The passenger doesn't have to put down his newspaper, take his ticket out, get it punched, then put it back. He can carry it in a card case or billfold, and simply display it through its plastic window. And there's much less chance of losing it that way.

"For trainmen, it means we can get through a train with less time and trouble. We don't have to incon-

venience a passenger by reaching around him and his newspaper to get to the fellow sitting next to the window. He simply flashes his ticket, and that's it."

Flash-type commutation tickets were introduced for New York area commuters on the New York Central two years ago, explains Donald E. Ulrich, manager of passenger terminal operations. The tickets have proved so successful there, he says, that the idea was adopted by the Southeastern Pennsylvania Transportation Authority, which contracts with the Railroad for commuter service in the Philadelphia metropolitan area.

"Tied in with this development is another commuter convenience called Charge-N-Ride," Mr. Ulrich adds.

This saves the commuter the trouble of having to go to the station and buy his commuter ticket each month. He can have the Railroad mail the ticket to his home and can pay by check.

"Application cards, flyers and posters are spreading the story of Charge-N-Ride," says Robert T. Donohue, passenger agent at Philadelphia.

"This convenience is being offered to commuters on four lines out of Philadelphia—to Harrisburg and West Chester, Pa.; Wilmington, Del.; and Trenton, N.J.

"The initial response has been good.

"Once the commuter signs up for Charge-N-Ride, he automatically will receive his flash ticket each month until he tells us to discon-



Conductor R. L. Pennypacker checks passenger's new flash-ticket—no need to punch it.



Cheryl Cahill mails out tickets and bills to commuters in the Charge-N-Ride program.

tinue his order. With the ticket goes a postage-paid envelope for his check. He has until the third of the month to pay."

A flash-type ticket can be used only by one rider, and is good for unlimited rides during the month. Each month's ticket has a different color for easy recognition.

Conductor Pennypacker, who has been in passenger service 27 years, says he and other trainmen are encouraging passengers to buy the new flash-type tickets.

"For instance," he says, "if a passenger has neglected to buy a ticket and has to pay a cash fare, I talk to

him while I'm making change and punching his receipt. I ask him how often he rides the train. If he rides regularly, I tell him about the convenience and economy of a flash ticket.

"I find there's a lot of interest in this."

The general use of flash-type tickets won't mean an end to punching tickets on commuter trains. Trainmen will still have to collect and punch one-trip tickets, school tickets, and 10-trip tickets.

"The old ticket punch won't have a chance to get rusty," says Conductor Pennypacker.

Don't call him a hero

Sergeant Donnie Carter has a lot to brag about. Only, he's not bragging.

This Penn Central brakeman, serving with the Army in Vietnam, was awarded the Silver Star for gallantry in action. He received this high award for saving the life of a fellow soldier during a battle with the enemy near Vietnam's ancient capital city of Hue.

But Sgt. Carter won't discuss the details—not even with his parents.

"He feels he shouldn't be made to look like a hero," said

his mother, Mrs. Hubert Carter, of Dearborn, Mich.

"Donnie believes that anything a soldier does is in the line of duty.

"He wrote us that he didn't want to upset his father and me with the scary details."

Sgt. Carter started railroad-ing on the Detroit Division in November, 1966, and was drafted into the Army 10 months later.

He's now eager to complete his Army service and come back to work for Penn Central, his mother said.

"He's our only child and we can't wait to have him back with us," she added.

"My husband has lost two nephews in the war, and we know how dangerous it is."

Sgt. Carter, a 1966 high school graduate, is a drag-racing enthusiast, and won 11 trophies while working for Penn Central.

"In his letters, he has asked for only two things," Mrs. Carter said. "He wanted us to see that he started right back to work again for the Railroad—and he wanted us to take good care of his car.

"He said he is counting the days till he gets back.

"So am I."



Shaggy Dog Story

When a stray dog showed up around the Shire Oaks Yard office, at Elrama, Pa., looking for a handout, nobody was surprised. Shire Oaks, one of the rural points on the Pittsburgh Division, is often a way station for tramp dogs.

The newcomer, a shaggy customer, was taken in, fed, and given a warm place to sleep, along with the dog-in-residence, a stray beagle.

Three days later, came a phone call from a Mrs. Thomas Kress, of West Elizabeth, Pa. Her dog had disappeared and she had despaired of seeing it again until somebody told her about a new resident at Shire Oaks. Could she come and take a look?

One look was all that was needed. There was a happy, barking reunion, and dog and mistress went home.

Next day came a "bread-and-butter letter" written by the dog, though apparently with some help from the lady. "My deepest appreciation and thanks to you for all your kindness," the letter said. "The world is truly wonderful!"



Sgt. Donnie Carter on duty in the States.



Sgt. Carter in the combat zone. He's a brakeman on the Detroit Division.

Men of Harmon Shop keep the rolling stock **ROLLING**

The men around Harmon Shop say: "If it's got wheels and a motor, we can fix it."

And they back that claim by maintaining and repairing every type of motive power on Penn Central's busy Hudson Division.

"A lot depends on these men," says Shop Manager William J. Grabske.

"More than a hundred thousand commuters and a substantial number of shippers rely on the Harmon men to keep the trains moving."

The official name is the Harmon Diesel and Electric Shop. It's a bustling place, echoing with the sounds of lathes and drills, grinding wheels and heavy presses, not far from the grassy banks of the Hudson River, 33 miles north of New York City.

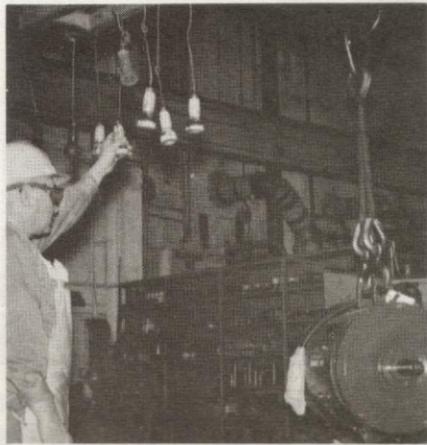
"We're going three tricks around the clock," Mr. Grabske said—"and handling a wide variety of jobs."

At one end of the shop, tall, lanky Joseph Vassallo, a machinist with 29 years' experience, was renewing the engine liner on a diesel road-switcher. "This is about the largest thing I handle," he said.

About three hundred feet away, at the other end of the shop, stocky Robert E. Reynolds, a machinist with 32 years' service, was checking the lubricating oil in a diesel rail-car. "This is one of my smallest jobs—but it's important, too," he said.

The men at locations between these two points were doing the many other things needed to keep all the varied kinds of motive power in working order.

"Take a look at the lineup we handle," said Arthur C. Hearle, the shop superintendent.



Dominick Drito uses handy controls to hoist a heavy motor by overhead crane.

"We maintain all of the Hudson Division's 227 self-propelled, multi-unit cars.

"We handle 83 diesel-electric road passenger locomotives—approximately half the fleet of this type of locomotive on the Railroad.

"We get all the Division's 33 electric locomotives used in road and switching service.

"We get the 17 diesel rail-cars, which serve passengers outside our electrified territory; and the 14 diesel switchers used for such jobs as moving freight cars in and out of the Chevrolet and Fisher body plants at Tarrytown, N.Y.

"In addition, we've recently begun doing work on diesel rail cars from the New Haven.

"Talk about variety!"

In the shop's operations control center, Superintendent Hearle, assisted by Clerk John Destasio, keeps a constantly updated record of the shop's work.

A control panel tells the story. Tags of different colors show the kind and status of the work being done on each unit of equipment currently in the shop. As soon as the job is finished on each unit, it's listed at the bottom of the panel—ready to go back into service.

"We send out an average of 25 units a day," said Clerk Destasio.

In a laboratory not far away, Machinist John A. Merritt was delivering a small amount of lubricating oil taken from a diesel engine.

Joseph Archer, receiving the sample, explained: "When we test this oil sample, we can find out what's going on in the engine's innards."

He squeezed a drop of oil onto blotting paper. "This shows us if dirt is getting into the lube oil," he said.

Then he poured some of the oil

Martin Lofaro aligns a sand pipe as a diesel receives its periodic inspection.



Anthony J. Mascalino inspects the workings of engine man's cab in an E-8 diesel.



Paul Rodgers machines a fitting for contact shoe that runs against the "third rail."

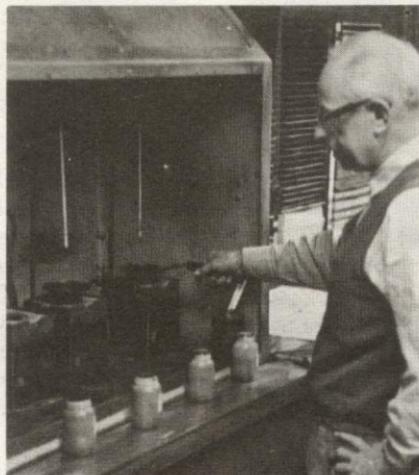
into a long-handled cup, and put it on an electric burner.

"We heat this to 240 degrees," he said. "If a blue flame flashes across the surface by the time we reach that temperature, it tells us fuel oil has been seeping into the lubricating oil. Then our men have to find out where this leakage is occurring, and correct it."

Mr. Archer also checked to see if there was any boiling in the center of the cup—a sign of water contamination, which would indicate a leak to the outside atmosphere.

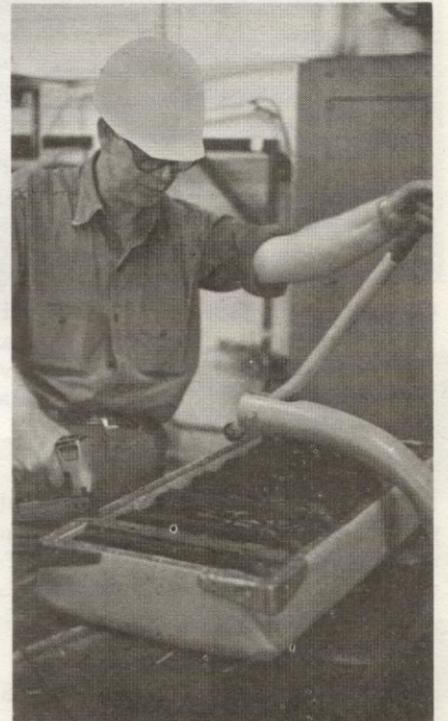
Said Shop Manager Grabske: "With these and other tests and inspections, we try to make sure that every piece of motive power that leaves our shop is fit to do its job.

"We Harmon men can't claim perfection, of course. But we can claim that perfection is our constant aim."



Joseph Archer gives lube oil a flash test which can reveal trouble inside a diesel.

Robert Reynolds checks the lube oil level before a rail diesel car leaves the shop.



Kenneth Eddy attaches new cover to a car seat. He's worked at Harmon 42 years.



Nurse Mary J. Fagan keeps production going by fixing up Charles Plass's finger.

"Such a relief"

From Helen R. Hitchcock, of-fice manager of the editorial department of Grolier, Inc., New York, come words of praise for Penn Central Conductor Albert Vieira. She writes:

"This morning on the 7:41 from Mount Vernon, N.Y., we were going along at a good clip when all of a sudden there was a terrific blast of escaping air.

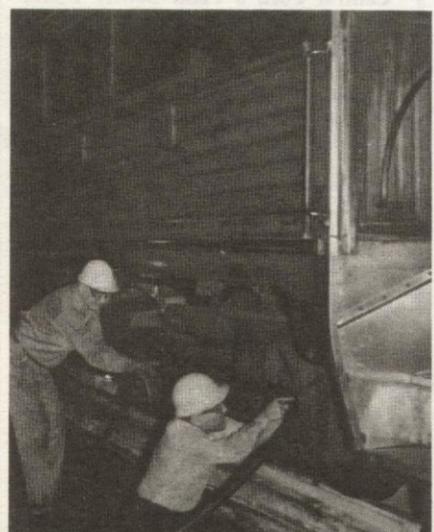
"Conductor Vieira, whipped off his coat and went into action to fix whatever needed fixing. I was frightened, as was the woman next to me. But the efficiency with which Mr. Vieira worked put us at ease.

"It was such a relief to know that you have men like Mr. Vieira on the job."



Rocco A. Curinga starts the intricate process of rewinding an armature at Harmon.

Russell Carhard and Frank Chichitano attach hose to sandbox on rail diesel car.



OPEN LINE

REPORTS FROM ALL OVER

Government spending—Highway and waterway and air transportation will benefit from a record-breaking total of \$20½ billion in government spending during 1969.

About \$14½ billion of this will be spent by State and local governments, mostly for highways. The Federal Government will spend about \$6 billion, including \$4.6 billion for highways, \$397 for waterways, \$1 billion for Federal airway system and aircraft development, \$88 million for airports, and \$48 million for cash subsidies to airlines.

And railroads? For 1969, the Federal Government has appropriated \$4.3 million for rail research and demonstration projects.

Safety scoreboard—In the first three months of 1969, the Canada Division led all 25 of Penn Central's Divisions in employe safety. This Division didn't have a single lost-time injury.

In the top ten divisions, following Canada were Columbus, Pittsburgh, Allegheny, Harrisburg, Indiana, Williamsport, Chesapeake, St. Louis and Syracuse.

At the other end of the list, the five divisions with the least favorable records were Cleveland, Toledo, Boston, Michigan and Detroit.

New freight cars—Penn Central has ordered 515 new high-capacity boxcars, costing more than \$13 million, to transport automobile parts from factories to assembly plants. They will have cushion underframes and a number of design improvements. Delivery begins in June.

Aiding railroad daughters—Young daughters of Penn Central employes who have died while in railroad service may apply for aid from the John Edgar Thomson Foundation. Established by a bequest of the third president of the PRR, the Foundation provides financial assistance to orphaned daughters during preschool and school age. Graduations this month will open vacancies for new applicants. Eligibility depends to some degree on the family's financial status.

Inquiries should be sent to John Edgar Thomson Foundation, Apt. 403, 135 S. 18th Street, Phila., Pa. 19103.

Tribute from the President—Men and women in transportation companies were honored during the week of May 11 for their contributions to the Nation's security and prosperity. Proclaiming National Defense Transportation Week, President Richard M. Nixon said:

"Transportation makes all other industries possible. It takes grain to the mills, raw materials to the factories, finished products to the market; it must be designed to give our citizens the mobility they need. Our commerce and culture depend on a revitalized transportation industry to end congestion and delay, and to prepare for the burgeoning demands of the future.

"Tomorrow—probably within the few years remaining in this century—the total system will need to double today's capacity if it is to carry the projected numbers of people and volume of goods."



To protect youth—Penn Central railroad police officers play an active role in the Youth Protective Council of Cleveland. Here are three of them with Sgt. John Clark (center) of the Berea, O., Police Department, during a conference on narcotics. The PC men are Lt. William Lucas, Lt. William S. Reese and (standing) Captain Albert C. Blevin.



How it works—Candidates for the Boy Scout merit badge in railroading toured Penn Central's Big Four yard, near Indianapolis, Ind. Escorted by Richard S. Morgan, supervisor of labor relations, they watched Yardmaster Alfred W. Schenk control car movements from the hump tower.

Employes' projects—Steam engines in action on the former New York Central are shown in two films offered for sale by a PC employe, Richard H. Nadel, director of operations analysis, 358 County Center Road, White Plains, N.Y., 10603. A 200-foot 8mm. film, "Steam Power on the New York Central," costs \$5.25. "Flight of the Century," a 260-ft. 8mm. film, showing the 20th Century Limited in operation during the 1930's, costs \$6.75. Copies in 16mm. are also available.

"Saddler's Railroad Time Book," used by some train and engine service men to keep a record of time worked, is now being published by a PC engineman, Clifford H. Knapp, Box 11025, Pittsburgh, Pa. 15237. It sells for \$2 plus sales tax.

Penn Central Athletic Association, with headquarters at 466 Lexington Avenue, New York, N.Y. 10017, is running a membership drive. Dues of \$1 a year, says I. R. Chevlowe, president, entitles members to a monthly bulletin, reduced-rate tickets for various New York amusements, and participation in group tours to foreign countries.

Safety study—A special task force on railroad safety has been appointed by John A. Volpe, U. S. Secretary of Transportation. The assignment is to study railroad safety, review Federal laws dealing with railroad safety, and recommend methods for dealing with safety problems. The task force consists of representatives of railroad labor and management and state public service commissioners. The chairman is Reginald N. Whitman, Federal Railroad Administrator.

Signalmen's agreement—The railroad companies and the Brotherhood of Railroad Signalmen have reached an agreement that averted a threatened nationwide strike in April. The agreement provides for wage increases of 3.5 percent retroactive to last July 1; 2 percent, effective last January 1; and 3 percent next July 1. These increases were in line with recommendations of a Presidential emergency board. The agreement also provides for special adjustments for skilled employes.

More research coming—American railroads are embarking on an expanded research program, "to find new answers to existing problems and to think imaginatively about solutions to future problems."

Thomas M. Goodfellow, president of the Association of American Railroads, announced that AAR's research staff "will have a free hand to explore anything that has to do with making the railroads successful."

Among goals set for the research staff were:
Producing good transportation at less cost.
Anticipating technological changes needed in the future.
Supporting development of new services to meet changing needs of the customer.
Improving safety and reducing service breakdowns.

Passenger aid—Railroads may need assistance in maintaining passenger service in some areas, says Reginald N. Whitman, Federal Railroad Administrator.

Federal aid could involve financing of new equipment, research and development, he told the U. S. Senate Commerce Committee. Mr. Whitman said there are areas where passenger service is desirable, and perhaps absolutely necessary; areas where it has less effect and is not needed; and areas where it should be increased.



"Please keep your Post, as it is no news for an ex-Cent retired employe. If you want to do something, please make the pension check a little higher."—F. W. Cook, W. Hollywood, Fla.

"Penn Central Post is the best. I never miss anything in it—love every bit of news."—Tony Crispo, retired engineer, New York Central, Chicago.

"I think that the Penn Central Company is the best thing that has ever happened in railroad history. And also your Penn Central Post is very good. I am about to become a stockholder."—Stephen Machlem, 13, McElhattan, Pa.

"Our Penn Central Post keeps getting newsier and more interesting each month. It's always a pleasure when the Post is distributed around the office."—Anthony Sico, clerk, 21st St., Pittsburgh, Pa.

"Prior to going into the service I was a fireman on the Lake Region, Cleveland Division. I'm presently serving with the last remaining rail battalion left in the US Army in the United States. I am interested in having the magazine sent to me while I'm in the service.

"The company I'm with can be expected to make an appearance in the Centennial Celebration of the Golden Spike at Promontory Summit, Utah. One of the steam engines in this battalion will be sent to Utah to participate."—Raymond A. Begany, Co. C, 714 Transportation Battalion, Fort Eustis, Va.



The Penn Central publishes this tabloid magazine for its employes. Address any communications to Penn Central Post, 6 Penn Center Plaza, Philadelphia, Pennsylvania 19104.

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These youngsters learn how American business works by **RUNNING THEIR OWN BUSINESS**

They're cutting themselves a slice of the American free enterprise system.

A year ago, most of these youngsters only understood that Dad worked for a company and brought home a paycheck. They didn't know how his company got the money to make that paycheck possible.

Now they know. They're Junior Achievers. They organized their own corporation, sold stock, bought raw materials, manufactured a product, and went out to sell it.

"They now know, first-hand, all the imagination and planning and effort and work that goes into running a business and trying to make a profit," said George Atterbury.

Mr. Atterbury is a freight rate analyst in Penn Central's Marketing Department at Chicago. He is one of a number of PC men who have sponsored groups of high school students in the nationwide Junior Achievement program.

Fifty-one Chicago students formed a "corporation" they called Broadway Creations.

"We showed them how to go about it, and then they took over full responsibility," Mr. Atterbury explained. "From then on, we served strictly in an advisory capacity."

To raise capital for their business, the youngsters sold stock at a \$1 a share. They amassed \$125. They decided to make two products—bread-cutting boards and artificial flowers. They shopped for the best prices for raw materials. They set up a "factory" in a Junior Achievement workshop, for which they paid rent of \$5 a month, plus \$6 a month for the use of a drill press and sander.

"I'm an amateur carpenter, so I



Richard Schuliar, PC real estate agent at Chicago, gives bookkeeping advice to Peter Chytrowsky and Francis Salvage.

advised them on production methods," Mr. Atterbury said. "So did Martin Lyons, a Penn Central sales representative. Another of our sales reps, George Windgeder, gave them tips on selling. Richard Schuliar, a PC real estate agent, gave advice on bookkeeping and management.

"The students' corporation paid for labor—50 cents a night to those who helped make the breadboards and artificial flowers. And they paid a 10 percent commission to the ones who sold the products.

"When the company winds up its affairs in June, all the money they have on hand will be paid back to the stockholders.

"Will there be a profit—or a loss? The students wait eagerly to find out. But whichever it is, they'll still have learned a lot about the basic system on which the entire American economy is built."

At Weirton, West Virginia, a Junior Achievement Company was set up under the name of PenCen Co.

Here the teenage members made and sold Christmas earrings and pins; stainless steel cookie trays, produced with the cooperation of Washington Steel Corp.; and aluminum coat hangers, produced with the cooperation of Alcoa.

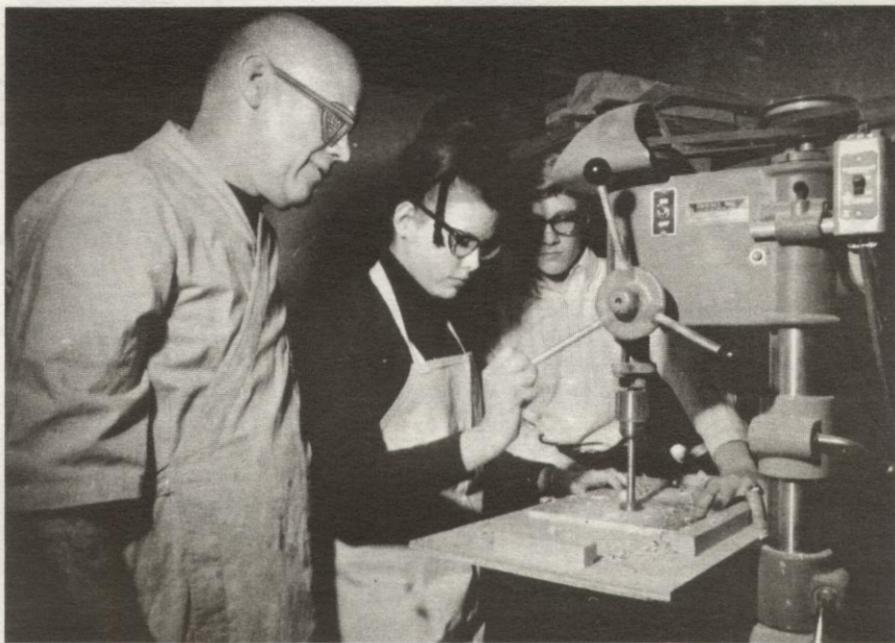
"They really worked hard," said George P. Walsh, Penn Central freight agent, who advised the students on sales methods. "For example, they made 973 cookie trays and sold every one. They did so well that a local television station picked them to star on a show about the Junior Achievement program.

"And Penn Central people pitched in to help. For instance, the car shop men at Mingo Junction, Ohio, made



G. P. Walsh, PC freight agent, lets Jill Marquette and Darlene Price, at Weirton, try out their coat hangers on his jacket.

R. E. Foran and T. R. McFeeley, Penn Central men at Weirton, West Va., give advice on production of aluminum coat hangers to Judy Pryor, John Jones and Darlene Price.



At Altoona, Steve Porta, general foreman at Samuel Rea Shop, donated the use of his home workshop to Junior Achievers for manufacture of plaques on Horseshoe Curve theme.



George Windgeder, PC sales representative at Chicago, watches Sue Kelly, Pam Swintek and Pat Carr assemble breadboards.

a jig on which to pattern the coat hangers they manufactured."

Other advisors to the Weirton students were Richard Foran, supervisor in the Penn Central timekeeper's office; and Thomas McFeeley and Roy Holley, of PC's Industrial Engineering Department.

At Altoona, Pa., Junior Achievement students formed the Penn Cenn Company.

Because Altoona is close to the famous railroad landmark, Horseshoe Curve, the students decided to manufacture wall plaques with this theme.

Each plaque has a gilt replica of a Clydesdale horseshoe, enclosing a photograph of the Curve, or, if the plaque is to be used as an award, the name of the recipient on a gold background.

"A beautiful piece of work," said Michael Medvecz, general foreman at Penn Central's Juniata Shop, and senior advisor to the Junior Achievement company. "And the horseshoe plaques are getting enthusiastic buyers."

Penn Central men joined Mr. Medvecz in advising the youngsters. They were Andrew Gerfin and Phil Wilt, of the Industrial Engineering Department; Al Louder, budget analyst at Samuel Rea, general shop; and Jerry Lowe, retired foreman at the air brake shop. Mr. Porta also donated the use of his home wood-working shop.

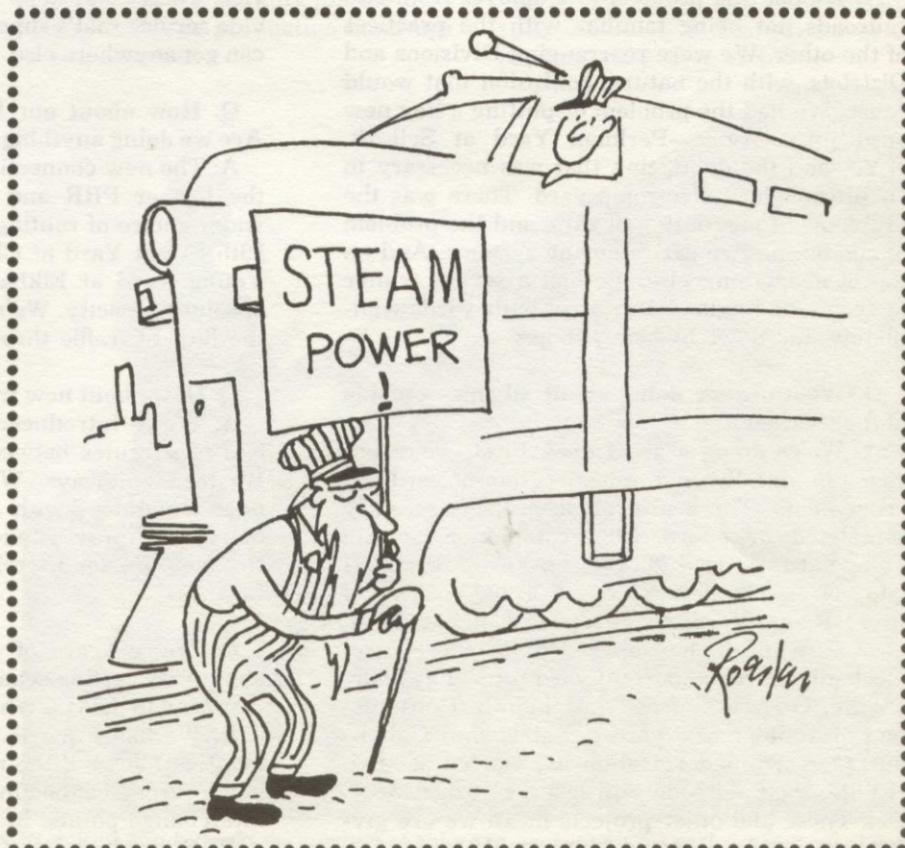
"We spent a lot of our free time with these young people," Mr. Medvecz said. "My wife said she was becoming a Junior Achievement widow.

"But when you saw how eager and responsive these young people were—when you had parents tell you how you've helped their children—you know it was all very much worthwhile."



At Altoona, Kathy DeArmitt learns sales technique by trying to sell a horseshoe plaque to G. R. Lowe, retired PC foreman.

On the cover: George Atterbury, a PC freight analyst at Chicago, advises Judy Lazzara and Mary Rowan in use of the drill press as they help produce breadboards for sale.



R. G. Flannery Discusses Freight Service

As a boy at Washington, Ind., Robert G. Flannery used to hang around the depot and dream of the day when he'd become a railroad man like his Dad. Young Flannery went to Purdue University, and even before his graduation as a civil engineer, he had a summertime job on the New York Central as a \$300-a-month instrumentman. Thereafter he held a variety of jobs all over the Central, necessitating packing up and moving his family (wife and three daughters) 14 times. On February 27, 1969, he was appointed vice president-operation of the Penn Central. The Post here asks him some questions about PC freight service.

Q. Mr. Flannery, you've stepped into a major job with major responsibilities and problems at the age of 44, which is unusually young for such a post. How do you feel about it?

A. Well, in the short time I've been in this position, I've become deeply conscious of the magnitude of the job, and the complexity of the things we have to do—and I'm already feeling considerably older than 44.

Q. As you've been traveling around the Railroad, what's your impression of the progress of the merger?

A. We're further along than we expected we'd be at this date. We can see improvement on almost a daily basis. And I say this without minimizing the problems we've been having.

Q. Suppose we start out by discussing some of these problems. Freight service has been getting some unflattering publicity. Shippers, particularly in New York State, have complained about delays in freight movements, and the New York Public Service Commission has been holding hearings on the subject. Can you comment on that?

A. Frankly, I think many of the complaints were justified. During the past winter, we were unable to give those shippers the kind of service they were entitled to. And a number took their business away from us.

Q. What was the reason?

A. There were several reasons. The biggest one was the mere fact of the complexity of the merger. You can't combine two properties of this size, with two vast and farflung families, and expect to have everything running smoothly on Day One.

Q. But there was a considerable planning period before the merger, wasn't there?

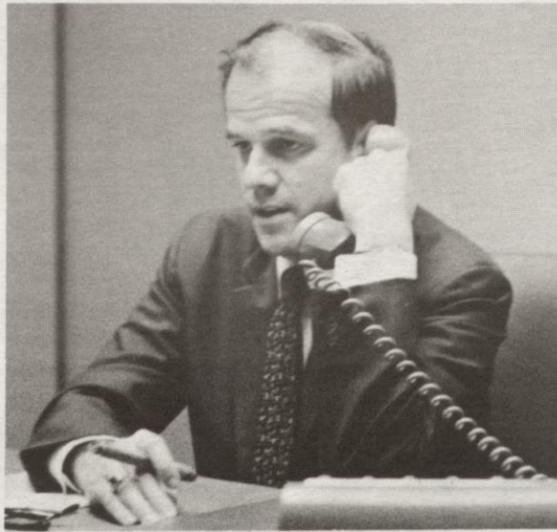
A. Certainly. But putting the plans into effect is itself a complicated and lengthy business. And furthermore, no amount of planning can foresee every problem.

Q. To continue—what have been some of the specific factors in our freight problems?

A. We had the problem of employes from two railroads not being familiar with the practices of the other. We were rearranging Divisions and Districts, with the natural confusion that would cause. We had the problem of putting a key new yard into service—Perlman Yard at Selkirk, N.Y.—and the debugging that was necessary in an ultramodern electronic yard. There was the problems of misrouting of cars, and the problem of combining two car-reporting systems. And on top of everything else, we had a severe winter in the New England territory, with yards completely shut down by heavy snows.

Q. What are we doing about all this—outside of the weather?

A. We're doing a great deal. First, we're engaged in a really enormous program of yard improvements. There are major projects recently completed or approaching completion at Big Four Yard, Avon, Ind.; Seneca Yard, near Buffalo, N.Y.; Stanley Yard, at Toledo, O.; and River Rouge Yard, near Detroit. Conway Yard, near Pittsburgh, has upgraded its car control mechanisms. An important yard project at Sharonville, O., was finished last month. Construction of a major new yard has started at Columbus, O. Yard modernization has started at Morrisville, Pa., and soon will begin at Edge Moor, Del. These and other projects mean we are giving our people new and better tools.



Q. Are any of these changes already showing up in terms of shipper satisfaction?

A. Yes—we've been receiving letters telling us our service has substantially improved. And we're beginning to win back some of the business we lost last year.

Q. This is because of the yard improvements?

A. Yes, in part—but we're also doing other important things. For example, we've improved the handling of freight coming off our western connections through the St. Louis gateway. Our yards in this area have been strained beyond capacity. So now we've arranged with our connections, particularly the Missouri Pacific and the Cotton Belt, to pre-block cars destined for Eastern cities.

Q. How does that work exactly?

A. Before these railroads deliver the cars to us, they put together blocks, or groups of cars, according to various Eastern destinations. A train made of these blocks then goes straight through our busy St. Louis terminal, where it formerly would have had to be taken apart and classified—it goes straight through to Big Four Yard, at Avon, Ind. Here the blocks are reassembled into separate trains, and go to destination.

Q. What does this mean in terms of faster delivery?

A. We're saving 24 hours or more for many freight shipments. What we're accomplishing here is that a freight car can run from the Missouri Pacific's major yard at Little Rock, Ark., or the Cotton Belt's yard at Pine Bluff, Ark., all the way to our eastern points like Enola Yard or Perlman Yard, without having to be switched individually.

Q. This means less chance of damage to lading, doesn't it?

A. Yes. It also means the kind of efficient service that shippers increasingly demand. Nobody nowadays is willing to settle for second-rate service. To get and keep business, we have to provide service that's superior to what the customer can get anywhere else.

Q. How about our key gateway at Chicago? Are we doing anything there?

A. The new connections between the tracks of the former PRR and Central are giving us a wider choice of routings, and this helps. But our 59th Street Yard at Chicago and our Robert R. Young Yard at Elkhart, Ind., are operating at absolute capacity. We're working on plans to aid the flow of traffic through this entire area.

Q. How about new freight trains?

A. We've introduced a number of new trains and new routes between New England and our Western gateways. We're confident that these new schedules—with a saving of 24 hours or more—will provide excellent service for the entire New England territory and will attract new business.

Q. We've heard of complaints from shippers about cars getting separated from their waybills, resulting in delays. What's the situation on that?

A. We had a particularly bad problem in the months following the merger, with freight coming in from connecting railroads through new interchange points. In many cities, we had both a PRR yard and a Central yard, and it frequently happened that the car went to one and the waybill to the other. This caused us no end of grief.

quently happened that the car went to one and the waybill to the other. This caused us no end of grief.

Q. What have we done about this?

A. First, we've worked with our connecting lines to tighten up the handling of waybills. Second, we've asked our agents and shippers at off-line points to indicate the desired routing on the waybill by naming a particular yard or by inserting the letters P or N, meaning the traditional PRR or NYC routing. Third, we've tightened up our own yard procedures. We've made it an absolute rule that if a car is in a yard and its waybill is missing, the car stays until the waybill information is obtained.

Q. How are our yard employes helping deal with this problem?

A. By immediately reporting no-bills and over-bills—that is, cars without waybills, and waybills without cars. We have a central clearing house to handle this matter. If yardmasters and yard clerks shoot this information promptly to the central computer, a fast job can be done of matching the no-bills and over-bills. It's a vital program. The only way it can work is with the prompt, alert participation of all our yardmasters and yard clerks.

Q. What about the consolidation of the car reporting systems of the PRR and the Central? How is that working out?

A. We've had a combined car tracing system in effect since July of last year. We did experience trouble beginning about the middle of November, primarily due to the tremendous amount of tracing that was being done. We took corrective action and had the problem in hand by the end of the year. We intend to make further improvement in our car tracing, such as restoring the use of video tubes at our major freight service centers. With these devices, you simply tap out the car number, and the last reported location of the car flashes instantly on the screen.

Q. What's the situation on car supply?

A. You can't talk about car supply as if it's a single thing. At any given time, we'll be having a shortage of some types of cars and a surplus of others. Right now, steel shipments are heavy, and we're tight on gondolas. We need everybody's help to see that gondolas are unloaded promptly and the empties are moved promptly to where the next load is waiting. The same applies to Class A boxcars, particularly the large-capacity types. There's always a heavy demand for these cars.

Q. How about locomotive supply?

A. I can say without bragging that we have the newest and most modern equipment on any railroad. We have a fleet of approximately 4200 locomotives. This is about one-seventh of all the locomotives in the United States. So I can say we're well supplied, *provided* we can get a fast turnaround every time a locomotive goes on the road. If you don't get maximum use out of every locomotive, then even the biggest fleet wouldn't be big enough.

Q. The merged railroad has now been shaped into 9 Regions and 25 Divisions. Do you contemplate any changes in that setup?

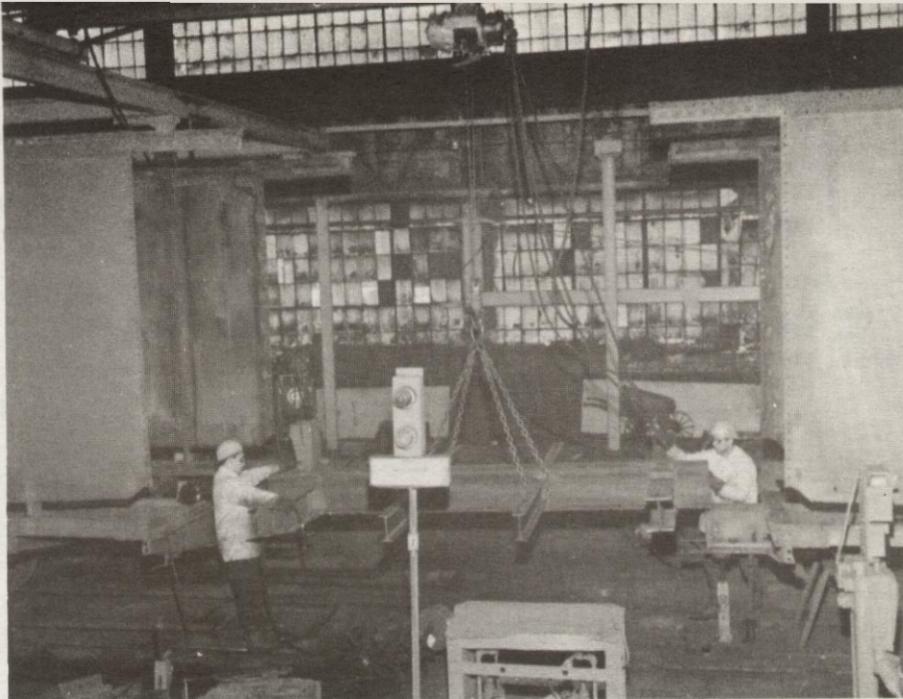
A. We'll never stop reviewing our organization and looking for more effective patterns to meet changing situations. But at present, I'm in favor of a settling-down period, and I have no immediate plans for changing the territories of the Divisions or Regions.

Q. How do you foresee the progress of our freight service through 1969?

A. Without trying to sound like a Pollyanna, I'm confident we're going to get better by leaps and bounds. You see, the most difficult aspects of the merger are already behind us. As each new or rebuilt yard comes into full service, it will give us a powerful boost. Our rolling stock is in good shape, and we're adding to it all the time. And the merger has put together three families of railroad people with wide and varied experience and skills. So we've got a lot going for us. I think I have every reason to be optimistic.



After roof of old 40-foot boxcar is removed, Welder Jerry I. Helphinstine cuts off the doorposts. Car then goes inside Beech Grove Shop and is rested on dollywheels.



Center-sill is cut, the two halves of the car are rolled apart, and a new 10-foot section of center-sill is added, as Larry L. Dailey and Eric H. Smith are doing in this photograph.

How to stretch a boxcar

You've heard of the home stretch, the back stretch, the early morning stretch, and the seventh-inning stretch.

It's time you met the boxcar stretch.

This is a specialty of the men who work at the Penn Central freight car shop in Beech Grove, Ind.

They transform old 40-foot boxcars into renovated 50-foot boxcars.

"It's a two-way stretch," explained Welder Dennis Collins. "We cut the old car in half with acetylene torches, and insert a 10-foot section in the middle."



Dennis Collins reinforces existing center-sill before new section is welded in place.

Gordon L. Zeider, general superintendent, thinks of it as a three-way stretch.

"We stretch the Railroad's maintenance dollar and the car's length and capacity at the same time," he says.

The 10-foot lengthening increases the car's capacity from 3800 to 4800 cubic feet.

"Shippers like the increased shipping space, and that's our aim—to turn out what the shipper needs," says Welder Collins.

Shippers also like the new extra-wide 10-foot doors, which facilitate quick loading and unloading of freight.

Another welder, Edward Lang, points out that the men at Beech Grove have stretched more than 3600 cars during the past four years.

"Think how much more it would have cost the Railroad to buy 3600 new 50-footers," he says.

Here's how car-stretching works:

First, an old 40-foot boxcar passes through the "strip line," where all movable fixtures and hardware are taken out.

The car is then torched in two.

A new 10-foot underframe section and 10-foot roof section are welded into place.

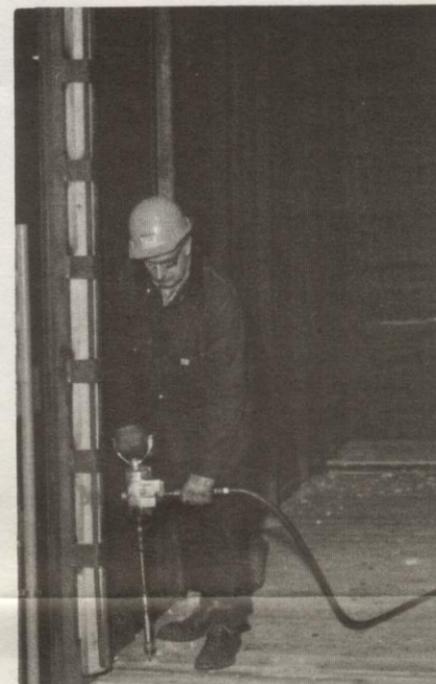
New door frames are installed, the interior is refloored and relined, the trucks and wheels are overhauled, and the exterior gets a coat of primer.

The car then is whizzed through the paint spray shop for a coating of Penn Central green. This shop's remarkable electrostatic sprayers paint a boxcar in just four minutes.

Finally, the car is stenciled with



Standing on welding rig, Stephen R. Fogleman installs a side panel on the boxcar.



Janis Reichmanis, carman, drills holes for securing new floor in the added section.

its number and other data.

Then, looking like new, it is rolled out of the shop, all set to go out and do business.

A number of improvements have been introduced into the freight car shop since car-stretching began, Mr. Zeider says.

Formerly, much of the work was done outdoors. Now it's done under roof in the 500-foot-long shop, providing more comfort for the men and eliminating production hang-ups in bad weather.

Each of the 16 work positions in the production line is hooked into a flashing light panel that gives a constant indication of work progress. A red light means a job finished; an amber light means work still going on. Anybody can tell at a glance just where the shop stands on the day's assignment.

Latest new tool is a magnetic welder that runs on a track, making possible quick welding of side panels on a freight car.

"We're proud of our operation here," Mr. Zeider says. "I think all our men feel that way. And this attitude shows up in the quality of the product they turn out."

Praise for Mrs. Sullivan

"Kudos," the letter began, "for Mrs. Sullivan."

Mrs. Agnes Sullivan is a passenger sales and service clerk at Penn Station, New York. She was praised by Mrs. Gaye Campbell of Topics Publishing Company, who wrote:

"In this mammoth metropolis, where boorishness and impatience are more or less the order of the day, it was a real pleasure for my telephone call to your reservation department to be handled with the utmost courtesy and interest. I took the trouble to learn the name of the kind lady who took my call and found out she is Mrs. Agnes Sullivan.

"If everyone in New York City were to suddenly and miraculously become as courte-

ous and patient and thorough as your Mrs. Sullivan, what a delightful place it would be in which to live."

"In our haste to board the Broadway Limited," wrote Mr. D. C. Hormell of Hinsdale, Ill., "we inadvertently failed to pick up a small tote bag in the Harrisburg Station. Our loss was reported to Ellsworth Barnhart, a trainman on the Broadway. Mr. Barnhart reported the loss to Conductor J. M. Gussman, who contacted Harrisburg.

"The lost bag was found and forwarded to our destination—Chicago. It is now in our possession with everything it originally contained. Please accept our thanks."



Woodrow Roark checks the numbers of enlarged, renovated cars as they come out of shop.

NEW APPOINTMENTS

SYSTEM OFFICES

Accounting & Taxes Department
 Comly, C. Dir.-Managerial Acctg. Svcs.
 Dawson, J. J. Dir.-Corp. Reports & Consol.
 McGettigan, F. B. Mgr.-Personnel
 Parasky, R. E. Receiver-Train Collections, Pittsburgh
 Pili, J. B. Mgr.-Reproduction

Financial Department

Allen, Linda M. Secretary
 Barksdale, R. S. Head Clerk-Agents Receipts
 Callahan, J. J. Mgr.-Financing Adm.
 Cook, L. K. Head Clerk-Vouchers
 Hafner, E. H., Jr. Mgr.-Sub. Cash Accts.
 Josepayt, R. A. Supvr.-Internal Control
 Lyons, F. B. Mgr.-Securities
 McKeever, O. A., Jr. Supvr.-Agents Receipts
 Pride, R. M. Supvr.-Sub. Cash Accts.

Engineering Department

Boldman, I. H. Asst. Opr.-Detector Car
 Cunningham, J. G. Mgr.-Elec. Traction
 DiLuzio, A. V. Structural Draftsman
 Kuczborski, J. S. Draftsman-C&S
 Lombardo, R. A. Electrical Designer

Systems Development Department

Carney, B. F. Sr. Infor. Analyst
 Costello, F. E. Assoc. Shift Supvr.
 Cotton, J. W. Assoc. Shift Supvr., Indianapolis
 Cousineau, J. A. Operations Analyst, Detroit
 Cravens, D. E. Field Auditor
 Cregan, J. J. Mgr.-Systems Personnel
 Dick, J. P. Advisory Systems Analyst
 Dutton, E. B. Sr. Computer Analyst
 Flegal, R. G. Computer Analyst
 Forstrom, B. A. Computer Analyst Trainee
 Gallagher, J. P. Sr. Computer Analyst
 Kornafel, R. H. Computer Analyst
 Leahy, J. E. Advisory Infor. Analyst
 Lehew, D. E. Computer Analyst Trainee
 McCann, E. M. Sr. Procedures Analyst
 Monahan, R. G. Assoc. Shift Supvr.
 Nagel, H. M. Computer Analyst Trainee
 Nagele, A. C. Proj. Mgr.-Systems Studies
 Pizzo, A. M. Assoc. Shift Supvr.

Purcell, W. J. Mgr.-Buffalo Data Ctr.
 Spear, D. G. Sr. Systems Analyst
 Toth, D. M. Computer Analyst
 Vernon, L. J. Computer Analyst Trainee
 Viscusi, J. B. Assoc. Computer Analyst
 Whitesell, D. C. Sr. Operations Analyst
 Willma, J. C. Sr. Field Auditor
 Zenobia, A. P. Advisory Procedures Analyst

Real Estate Department

Blake, Margaret M. Office Asst.

Operating Administration Department

Fulton, J. O., Jr. Supvr.-Operating Performance Rpts.
 Martucci, Helen M. Asst. Controls Analyst

NORTHERN REGION

DeGrandchamp, R. J. Supvr.-Damage Prevention
 Grieve, A. Specialist-Credits & Collections
 Knapp, H. D. Supervising Agent
 Parish, K. E., Jr. Sr. Civil Engr.
 Sullivan, J. T. Proj. Engr.

Canada Division

Conway, L. R. Gen. Yardmaster, Windsor

Detroit Division

Boyd, C. E. Gen. Car Foreman, North Yard
 Henry, W. W. Gen. Car Foreman, Junction Yard
 Park, W. J. Lt.-Police

Michigan Division

Cole, L. B. Frt. Agent, Battle Creek
 Hayes, R. F. Asst. Trainmaster, Willow Run

SOUTHERN REGION

Indiana Division

Barton, E. Supvr.-Train Movement
 Toney, R. B. Car Foreman, Hawthorne Yards
 Witcher, J. W. Transp. Supvr.
 Wooten, A. D. Gen. Car Foreman-Big Four Yards, Avon

St. Louis Division

Durfey, R. W. Train Master, Terre Haute

WESTERN REGION

Bettonville, L. J. Indus. Engr.
 Griesemer, F. L. Jr. Budget Analyst
 Habbersett, H. R. Jr. Indus. Engr.
 Webster, R. E. Regl. Supvr.-Data Control
 Yost, W. C. Supt.-Police

Chicago Division

Crissman, E. W. Terminal Train Master, Kankakee
 Dowling, T. J. Train Master, Burns Harbor
 Engelein, W. L. Asst. Supvr.-Yard Procedures (Nights), Elkhart
 Fraser, J. A. Asst. Supt.
 Holman, R. E. Gen. Yard Master, Englewood
 Jennings, T. O. Train Master, Englewood
 Jensen, K. O. Asst. Train Master, Englewood
 Kuntz, J. R. Asst. Supr., Colehour
 Miller, W. W. Supvr.-Operating Procedures, Elkhart
 Olson, G. R. Asst. Supvr.-TrucTrain Term., 47th St.
 Spiegelhoff, K. D. Gen. Foreman-Track, 59th St.

Strickland, R. M. Train Master, Elkhart
 Tedrow, D. W. Asst. Train Master, Burns Harbor

Fort Wayne Division

Mooney, C. J. Asst. Train Master

LAKE REGION

Baty, R. J. Asst. Supvr.-Wage Schedules
 Blair, R. T. Asst. Supvr.-Train Operation
 Burian, F. Steno-Clerk (Labor Relations)
 Cozzone, M. A. Steno-Clerk (Labor Relations)
 Delzotti, F. Asst. Supvr.-Train Operation
 Manley, R. S. Supvr.-Personnel Acctg.

Cleveland Division

Cala, S. J. Gen. Yardmaster
 Cicerchi, P. J. Examiner-Labor Relations
 Golubski, C. J. Clerk-Labor Relations
 Hannay, W. R. Enginehouse Foreman-M/E, Kinsman St.
 Pyson, R. S. Asst. Div. Engr. (MW)
 Slovenkay, S. B. Gen. Yardmaster, Rockport
 Taylor, J. M. Asst. Transp. Supt.-Labor Relations

Toledo Division

Long, H. F. Asst. Div. Engr. (MW)
 Nemecek, W. M. Term. Trainmaster, Stanley Yard
 Simmons, G. H., Jr. Asst. Road Foreman
 Stonecypher, R. W. Asst. Transp. Supt.-Labor Relations

CENTRAL REGION

Fink, C. E. Supvr.-Automotive Equip.
 Highberger, R. B. Sr. Indus. Engr.
 Laznik, J. S. Supvr.-Budgets & Statistics
 Mainquist, P. A. Sr. Civil Engr.
 Qualtrough, H. E. Engineering Asst.

Pittsburgh Division

Banfield, E. K. Gen. Foreman-Equip.
 Danko, A. L. Chief Draftsman
 Jasinski, M. Car Foreman, Conway
 Rogers, C. V. Supvr.-C&S
 Smith, O. P. Asst. Car Foreman, Conway

Valley Division

Harmon, C. R. Asst. Motive Power Foreman, Ashtabula
 Herbert, D. A. Asst. Div. Engr.
 Licate, J. A. Motive Power Foreman, Ashtabula

Williamsport Division

Clark, W. J. Motive Power Foreman, Corning

NEW YORK REGION

Phelan, T. F. Supvr.-Budgets & Statistics

Hudson Division

Egan, J. E. Matl. & Equip. Engr.

New Jersey Division

Hanlon, C. E. Trainmaster, Waverly
 Vail, W. A. Asst. Supt.-Train Movement

NEW HAVEN REGION

Gunn, C. B. Supvr.-Methods & Procedures
 Lenau, H. P. Supvr.-Materials
 Lindh, A. W., Jr. Supvr.-Materials
 Taylor, E. S. Mgr.-Materials
 Testa, P. J. Gen. Supvr.-Materials

A medal for the IHB

Every morning, train crews of the Indiana Harbor Belt Railroad hold board meetings.

The board in this case is the foot-board of diesel locomotives.

"The train crews gather there for a brief review of safety rules," explained John W. Wood, trainmaster and safety supervisor. "This is just one part of a wide-ranging safety program, which has paid off with an industry-wide award."

The Indiana Harbor Belt, a Chicago-area switching and terminal railroad affiliated with Penn Central, won a bronze medal issued by the E. H. Harriman Memorial Safety Committee. The Indiana Harbor Belt received this honor for ranking third highest in safety among all the country's Class I switching and terminal railroads.

The IHB has approximately 1700 employes and operates 114 miles of line through one of the busiest railroad areas in America.

The medal and a certificate were presented to Donald B. Fleming (right in photo) general manager, by Alan S. Boyd, then U.S. Secretary of Transportation.

How did IHB win the medal?

"Well, for one thing, we won't let a new man work on his own until he shows us he knows the rules and abides by them," said R. D. Hamrick, track supervisor at Gibson, Ind.

Thirty-five millimeter slides showing the right and wrong ways to do a job are used in instruction. Employes serve as models for these slides.

Every new man who goes to work for Jerome J. Fazekas, general foreman at the enginehouse at Gibson, gets the "safety treatment."

"The moment he comes in," said Mr. Fazekas, "he gets a safety rule book, hard hat and goggles, and starts being told what we expect of him to preserve safety in his job."



Old-timers assigned to break in new employes make safety the No. 1 item of instruction.

Safety messages go out daily over the yard public-address system and over the police car radios.

... and a medal for PRSL

The medal was made of gold. And it honored the employes of the Pennsylvania-Reading Seashore Lines for running a full year without a single injury to a passenger.

The medal was an E. H. Harriman Memorial Award. It was presented by former Secretary of Transportation Alan S. Boyd to the general manager of PRSL, Robert E. Blosser.

The PRSL, owned jointly by Penn Central and the Reading Company, operates about 330 miles of main line track in southern New Jersey and has 580 employes.

"This is our second gold medal in a row," Mr. Blosser emphasized.

The previous year, PRSL had received a gold medal for the best employe safety record among all of

"One way or another, everybody gets the message," said General Manager Fleming. "We just don't believe that accidents are necessary, and we're all out to do our level best to see that they don't happen."

America's medium-sized railroads.

"This is the result of steady, patient development of safety consciousness among all employes," Mr. Blosser said.

"We talk safety all the time, right where the man works. This is a kind of refresher course that never stops.

"If any man happens to work in an unsafe way, he learns about it promptly.

"We make clear that safety doesn't take second place to any other of our concerns.

"When this spirit spreads throughout the organization, it pays off in the finest way—in prevention of pain and disability and sorrow. And that reward is considerably more satisfying than even a gold medal."

STILL SINGING

Poor Andy never got the girl.

He sang his heart out—in eight different operas—but always came up empty-handed.

That's Andrew Fontana, a retired Penn Central communications and signal maintainer at Lock Haven, Pa.

"I was always the villain or the old man," Mr. Fontana laughingly explains. "You see, I was a baritone and those were the baritone parts."

Singing has been a lifelong hobby of Mr. Fontana, who is now 75 years old. He was once even considered for the Metropolitan Opera.

"But I froze at the audition—couldn't make a sound," he says regretfully. "I lost out.

"Still I kept on singing."

For more than a year on a Lock Haven radio station, he sang arias from Rigoletto, Faust, Aida and other operas. He performed annually in the community observance of Music Week. He sang in Lock Haven public schools, in Lock Haven State College, and in many churches.

"In my own Church of the Immaculate Conception, I was a member of the choir and choirmaster for over 40 years," he says. "But the old hymns are gone now and I can't sing with this modern music.

"Now I just sing for my own enjoyment. But I still hit some pretty good notes."

Mr. Fontana started railroad-ing in 1912 as a laborer in Renovo Shop, became a crane operator, then went into communications and signals. He worked in New York and Washington before going to Harrisburg to help with the electrification of the railroad line to that city.

FOR PENN CENTRAL EMPLOYEES

Special low rates at top New York hotels

When you're visiting or vacationing in New York, it's nice to be able to stay with relatives. It's so friendly—and inexpensive.

Penn Central employes can enjoy this kind of opportunity at four leading New York hotels which are part of the Penn Central family.

Special low rates have been announced for Fridays, Saturdays and Sundays throughout the summer:

A Penn Central employe pays only **\$12 a day** for a single room at the Biltmore, the Roosevelt and the Commodore hotels.

One or two children under 14 may share the room free.

A Penn Central employe and spouse pay only **\$15 a day** for a double room—and here, too, **one or two children share the room without charge.**

If two rooms are required, the charge is only \$24 a day.

At the fashionable Barclay Hotel, two parents and one child can have a luxurious suite at the special rate

of \$20 a day.

These rates are available to all **Penn Central employes, active or retired.**

The passport to these special rates is your railroad pass.

"And it's very easy to make your reservation," says Miss Marion Franke, at the central reservation office.

"Just dial **1-800-221-2690** from anywhere in the United States, except New York State, where residents should dial **1-800-522-6449.**

"That gives you a direct line for reservations at any of our hotels.

"And the phone call is free." Those calling within New York City dial **340-2776.**

The four hotels, located in the heart of New York's theatrical and shopping districts, have a total of 5000 guest rooms and 16 restaurants and cocktail lounges. They are operated by Realty Hotels, Inc., a subsidiary of Penn Central, and have recently been extensively redecorated.

Each of the hotels is noted for individual distinctions.

The Commodore, at Park Ave. and 42nd St., has hosted many national and international gatherings, and has been the scene of speeches by every President since Woodrow Wilson.

At **The Biltmore**, Madison Ave. and East 43rd St., the distinctions include the lovely Palm Court, the Biltmore Health Club, a men-only bar which has been featured in Holiday Magazine, and the famous Biltmore clock, known as a meeting place for three generations.

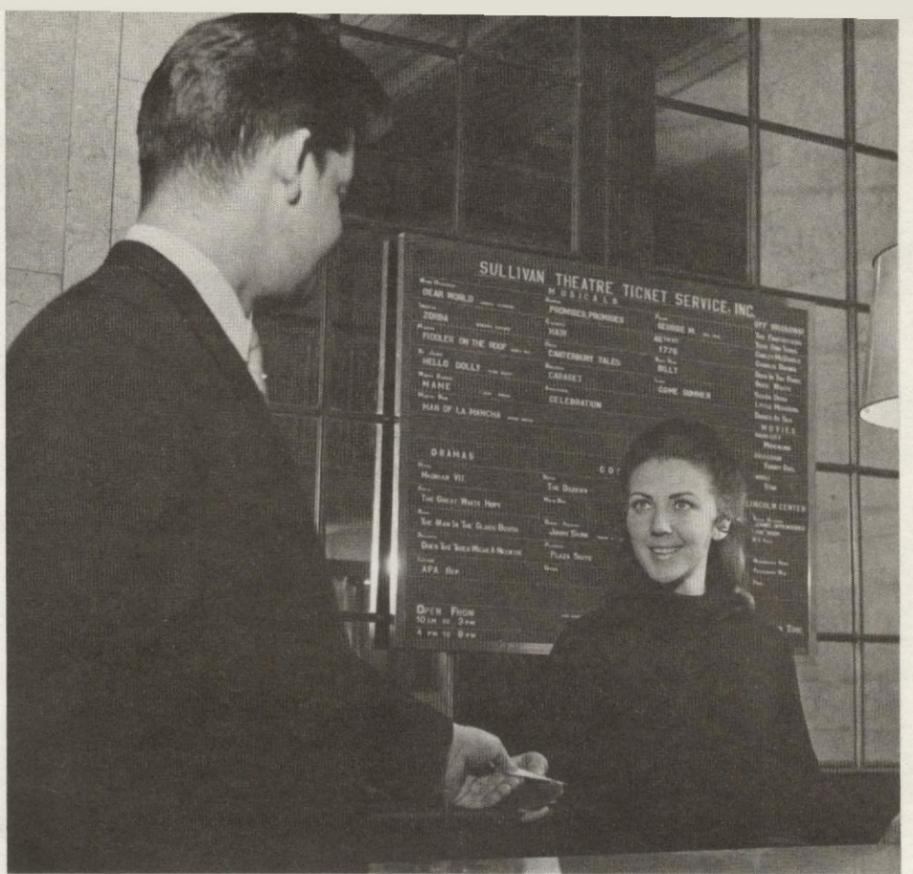
The Roosevelt, Madison Ave. and East 45th St., is a swinging sort of place, popular with people in publishing, advertising and the arts, and is noted for its Rough Rider Dining



Louis Scalbrino greets luncheon guests in the Biltmore Hotel's plush Madison Room.



This bedroom is typical of newly redecorated rooms at the popular Commodore Hotel.



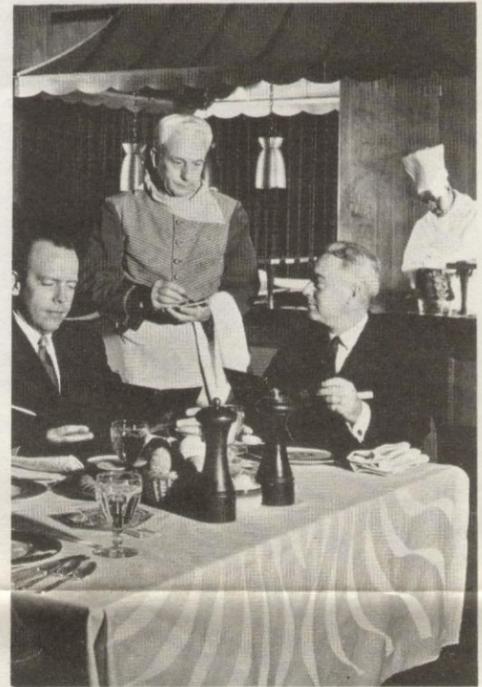
Martha Seelig is The Biltmore's specialist in obtaining theater tickets for guests.

Room and the Club Car Bar, designed in railroad style. The Roast Beef Room is noted for thick cuts of beef and Yorkshire pudding, served in English innkeeper style. This is one of the few places in Manhattan where the hungry guest is treated to a second helping of roast beef, compliments of the house.

The Barclay, Lexington Ave. and East 48th St., is a famed gathering place for the socially prominent, and serves as headquarters each year for the Miss America Contest. Among its popular features is the Sunday gourmet brunch on the Barclay Terrace.

"We employes of Realty Hotels are now all part of the big Penn Central family," said Frankie Mene-gan, doorman at the Biltmore for the past 50 years. "And we're extending an invitation to all Penn Central people:

"Come visit and stay with us. As 'relatives,' you'll enjoy our warmest welcome and hospitality."



Prime ribs in The Roosevelt's Roast Beef Room are served in English inn setting.



The informal Terrace at the Barclay Hotel offers an exclusive Sunday gourmet brunch.

Two boys in a pond

Frantic cries sounded in the bitter 10-degree cold.

Brakeman James Brown, at work in Ebenezer Yard, Buffalo, N.Y., followed the direction of the sound and ran to a nearby field.

He found that two boys had

fallen through the ice of a pond, and were floundering desperately, their feet mired in the mucky bottom.

Brakeman Brown yelled for help. Trainmaster William Unger, Conductor Joseph Gancarz and Brakeman Art Curry came running.

They linked hands to form a human chain, pushing out into the icy water till the boys could be reached. Slipping and sliding in the muck, it took them almost 15 minutes to pull the boys out.

Police were notified, and they took the boys home.

"I don't see how the boys lasted," Trainmaster Unger said later. "They were in the icy water for an hour. It's a good thing Jimmy Brown heard their cries in the midst of all the yard noise."

A grateful letter came from the boys' father, George Ruhland: "We thank the Penn Central railroad crew. We are sure these men saved the boys from suffering frozen feet or severe frostbite."



"In a moment, our regular car movements—but first this message . . ."

Getting on and off a freight car THE SMART WAY

THE VITAL MOMENT

Why talk about climbing on and off cars? Everybody knows how to do that.

"Sure," says James A. Flood. "Everybody knows."

"But why, then, do men still get hurt doing it?"

"Do you know that on America's railroads, more employes are injured getting on and off cars and locomotives than in any other phase of railroad work?"

"Somebody must be doing something wrong."

Jim Flood, a slim, graying man, is a safety engineer in Penn Central's Safety Department. He started on the Railroad as a Safety Department stenographer 23 years ago, after a four-year army hitch in the medical corps, infantry, and military government in Austria.

Mr. Flood tells about a brakeman in Penn Central's Southern Region. The man was climbing down a box-car ladder. A foot slipped. His body swung sideways. He struggled to hang on, then plunged to the ground, and yelled in pain.

X-rays showed a fractured hip.

"Here was an experienced rail-roader," Jim Flood says. "Why did this happen?"

"The trouble, I think, was that he had been getting on and off cars so long that he forgot there was a possible hazard, and failed to take the necessary precautions."

"I'm sure that the first time he ever mounted a car, he took great care. But as he kept doing it without getting hurt, he stopped thinking about what he was doing and the safe way to do it."

"And once he got into that state of mind, he was in trouble. Because sooner or later, a hand or foot would slip—that's bound to happen sometimes—and he wouldn't be braced to counteract the slip."

"And down he'd go."

When you get on or off a car or locomotive, it's a **Vital Moment**, Jim Flood emphasizes. It's the moment to quickly form a mental image of the safe way to do it. Then go ahead.

Mr. Flood has a simple formula that expresses the safe way to descend a car ladder. He calls it "**three out of four.**" Here's how he explains it:

"Hold tight with both hands on the grab-iron till both feet are placed firmly on a ladder rung. Then lower one hand and grasp the next rung. Then lower one foot and set it firmly on the rung lower



W. J. Wiczorek, yard conductor at Jackson, Mich. begins to mount a standing car.



He turns his feet slightly sideways to get solid footing and avoid bumping knee.



He makes sure of a firm footing and firm handhold before operating handbrake.



He comes down as he went up—only one hand or one foot is in motion at a time.



He checks if there's a hollow or lump of coal or other possible hazard below him.



Final and crucial point: He makes sure foot is solidly placed before he lets go.

down. And so on.

"In other words, **only one hand or one foot is in motion at a time.**"

"**Three out of four of your limbs are in contact with the car at all times.**"

"Then, if there's a slip—due to mud or rain or ice or oil or a shoe sole worn smooth—you still have enough contact to prevent a fall."

Even as simple an action as stepping from the stirrup—the bottom step of a freight car—can be hazardous if not done right. There's only about a three-foot distance between the stirrup and the ground. Yet scores of men have been hurt in traveling that short space.

A Pittsburgh Region brakeman,

for example, neglected to look down at what he was stepping on. His ankle turned on a large piece of coal. Result: a torn ligament and a fractured bone in his instep.

"To prevent that is the easiest thing in the world," says Jim Flood.

"Before you get off the stirrup, look down to see what you'll be stepping on."

"Second, when you lower a foot to the ground, make sure it's solidly placed before you let go with your hands."

That's the ticket for getting off a car or locomotive when it's standing still.

How about if it's moving?

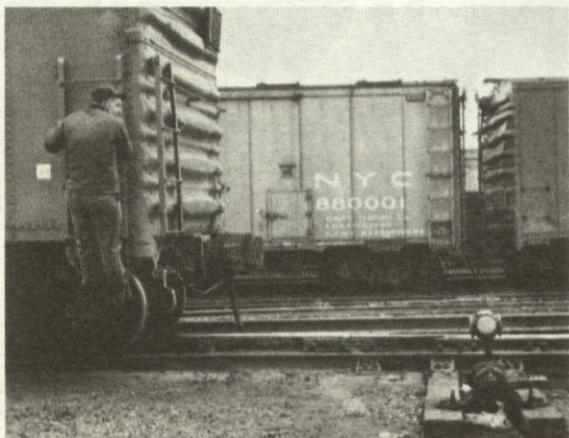
"First of all, don't get on or off

moving equipment unless the job absolutely requires it," stresses Jim Flood. "Then be sure the equipment is moving no faster than a fast walk."

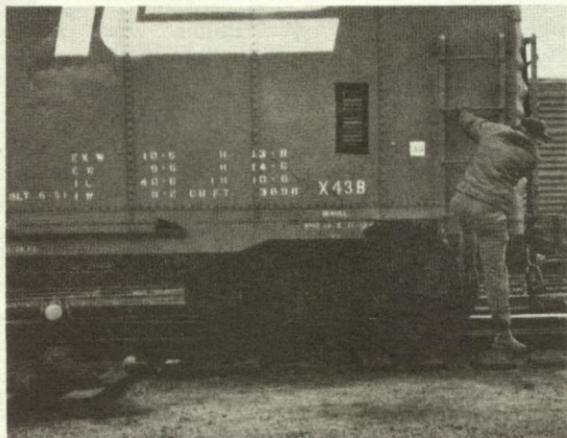
What do you keep in mind when getting off a moving car?

"**First take a quick look in both directions to see if equipment is moving on the next track,**" says Mr. Flood. "This is a small thing, but overlooking it can be fatal. There was a brakeman who climbed off a freight car, walked ahead on the shoulder of the adjoining track, and was instantly knocked down by a passenger train coming up from the rear. If only he had looked both ways before he stepped off. . ."

"Another thing to watch out for



Getting off a moving car, H. F. Leverett looks back for movement on next track, then ahead for a safe spot.



He waits till he passes the switch stand—which could snag him—and picks a good spot to make his landing.



He releases grip, turning his body away from the car. Mr. Leverett is a yard conductor at Jackson, Michigan.

when you're riding on the side of a freight car is switch stands. Keep close to the car as you pass them, or they might snag your clothing and yank you off. That happened to a Lake Region yard conductor. He suffered bruises of the head, neck and back. And it could have been worse—he could have fallen with a hand or foot under the wheels.

“So give every switch stand plenty of clearance. Get off ahead of the switch, or wait till you pass it.

“And in picking a spot to get off, look for and keep clear of lumps of coal, stones, pieces of scrap or boards.

“Now, here's a situation where we can all be our brothers' keepers. When we're walking along the tracks, we can all make a habit of picking up and tossing aside any object that could make somebody trip. Keeping a yard tidy is a never-ending job. Coal and scrap will always scatter along the tracks.

“Of course, one can say: ‘Why should I pick it up? It's not my job.’ But another way of looking at it is that we're all working together, and the little trouble you go to might save another guy's life.”

In these photographs, men of Penn Central's Michigan Division illustrate for their fellow employes the safe way to get on and off moving equipment. They show what to do at the **Vital Moment—the moment when the right action means the difference between safety and sorrow.**



Donald J. Derr, yard brakeman at Jackson, gets set to get off a locomotive.



He looks both ways to make sure that no equipment is moving on adjacent track.



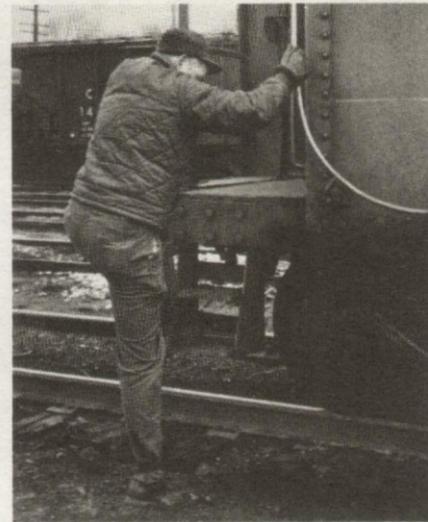
He gets off backwards, and makes sure he has firm footing before he releases grip.



Conductor H. F. Leverett has secure hold as he gets set to dismount from cabin car.



A look in both directions tells him that no equipment is moving on the next track.



Getting off backwards, he doesn't release grip till he's sure he has a firm footing.

Five bucks for the right answer

Trainmaster Jacob E. Wagoner planned a celebration.

His men on the Schuylkill Branch of the Philadelphia Division had gone more than two years without a lost-time accident.

“We wanted every employe to come to our dinner-dance,” he said.

“But one of our biggest shippers uses three yard crews and a road crew each day. I explained the situation to him, and he agreed everybody should be there. So he suspended shipments for a day.

“And he also came to our party.” “My pleasure,” said Ray Feinour, general traffic manager of Dana Corporation in Reading, Pa. “We're more than glad to help the Railroad celebrate. We're big in safety in our steel fabricating plant, too.”

More than 200 packed the ballroom of the Berkshire Hotel in Reading.

“I know everybody wants to hear my one-hour speech,” Trainmaster Wagoner said. “But I'll pass it up for a couple of questions.

“What's today's safety rule? I'll give five bucks for the right answer.”

Engineman John Matlock stood up. “Be sure all engine doors are shut and all safety bars secured before operating the locomotive,” he said. “Now where's the five bucks?”

“Right here,” the trainmaster said. “But have your wife come up and get it.”

Mr. Matlock never saw the fin again.

Trainmaster Wagoner told the wives about the Vital Moment campaign, which spotlights the moment in each work operation when a man should make a decision for safety.

Safety is a big topic up and down the 80-mile branch, he said.

“I've talked to each man, discussed his job, the possible hazards involved and what we could do to make it safe,” he explained. “And then I had the man sign a safety pledge.”

Mr. Wagoner recalled the branch's last accident, due to neglect of a safety rule.

A brakeman was walking beside a draft of freight cars going into an industrial plant. He tried to pass through a too-narrow space between the side of the cars and a chain-link fence. His body was caught and rolled along the fence, and several ribs were fractured.

“Since then we've gone 825 days

without an accident,” Trainmaster Wagoner said.

On hand to congratulate the PC men was Andy Prambo, an official of the Reading Railway System.

“We're neighbors,” he said. “Any railroad safety record is a cause for joint celebration.”

Women at the dance echoed the safety message.

Yardmaster Galen Glassmire's wife, Eileen, said: “If he got hurt, I'd be alone with a baby. I tell Galen to be careful each day on the job.”

And Linda, wife of Yardmaster Ralph Cooper, said, “I know a friend of Ralph's who got hurt a long time ago. It scared me. Since then, I never let Ralph leave the house without a safety lecture.”



Cheek to cheek are Ralph Lamarra and his wife Eileen. He's a freight conductor and local chairman of UTU Trainmen.

A wire from the White House

WESTERN UNION TELEGRAM

WUG043 BC120 B WWY028 WWZ13 WWZ13 MI

GOVT NL PDB

THE WHITE HOUSE WASHDC 31

STUART T SAUNDERS CHAIRMAN PENN CENTRAL TRAS CO

6 PENN CENTER PHILA

ON THIS, THE FIRST ANNIVERSARY OF THE NATIONAL ALLIANCE OF BUSINESSMEN, I WOULD LIKE TO TAKE THE OPPORTUNITY TO CONGRATULATE YOU PERSONALLY FOR YOUR CONTRIBUTION TO THIS TRAIL BLAZING PROGRAM. THE ALLIANCE HAS CLEARLY DEMONSTRATED IN THIS FIRST YEAR THE COMMITMENT OF THE AMERICAN BUSINESS COMMUNITY TO SOLVING THE VITAL NATIONAL PROBLEM OF HARD CORE UNEMPLOYMENT.

IT IS OBVIOUS THAT THIS SPLENDID RECORD IS THE RESULT OF YOUR EXEMPLARY EFFORT IN THIS UNIQUE COOPERATIVE ENTERPRISE UNITING THE PRIVATE SECTOR AND THE FEDERAL GOVERNMENT. I OFFER MY PERSONAL ASSURANCE THAT THE NEW ADMINISTRATION IS SOLIDLY BEHIND THE ALLIANCE AND HOPE THAT OUR MUTUAL EFFORTS WILL BECOME EVEN MORE PRODUCTIVE IN THE FUTURE.

RICHARD NIXON

Early in 1968, a major effort was started to provide training and jobs for people considered to be “hard-core” unemployed. A National Alliance of Businessmen was established to help. The organization called its program JOBS, which stands for Job Opportunities in the Business Sector.

President Lyndon B. Johnson asked Stuart T. Saunders, Penn Central's chairman, to head up this program in the Philadelphia metropolitan area. Mr. Saunders agreed, and assigned S. W. Seeman, PC's assistant vice president, personnel administra-

tion, to direct the program.

Recently, President Richard M. Nixon sent the above telegram to Mr. Saunders, and pledged the Government's continued backing for the JOBS program.

Nationally, more than 95,000 people once considered not employable are now productively at work as a result of JOBS.

The program is currently being expanded by establishing the National Alliance of Businessmen in 75 more cities. A new goal has been set: 200,000 additional people placed in jobs by the end of June, 1970.



Trainmaster J. E. Wagoner livens up the “safety dance” with a Safety Rule quiz.



Engineman John Matlock gave the right answer, but his wife collects the \$5 prize.

PENN CENTRAL POST

6 PENN CENTER PLAZA
PHILADELPHIA, PA. 19104



Meet Robert H. Lorenz. He's a husky, vigorous fellow who likes to hunt (turkey, quail), likes to golf (low 90's), and, above all, likes to play with his seven grandchildren.

He earns his living as director of distribution for American Can Company.

It's a job with vast responsibilities. American Can has 216 plants and sales offices, located all over the United States.

"One thing they all have in common is the need for dependable transportation," Mr. Lorenz says.

"You Penn Central people play a big role in our plans. If you provide us with on-schedule, damage-free freight service, we can do our job well, and that means security and progress for us.

"This, in turn, encourages us to continue to give you our business. And that means security and progress for you."

Behind every car of freight, you can picture somebody like Robert Lorenz. Somebody who is counting on Penn Central people for safe, prompt handling of his shipment.

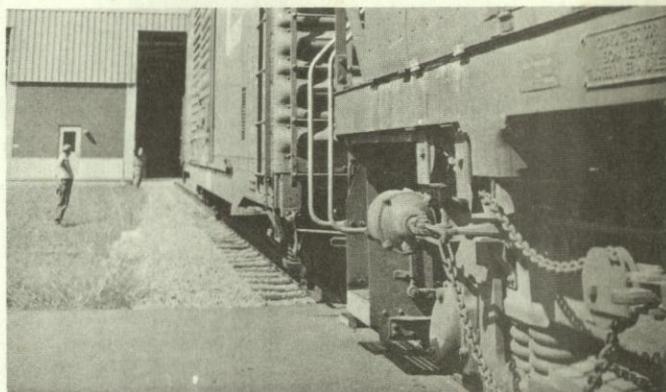
He and our other customers are the people we're really working for—the people who really pay our wages.

Let's treat them and their products with the care they deserve.

Here's the man we're all working for



Robert H. Lorenz explains to Thomas J. Garden, PC assistant freight sales manager, the process of manufacturing cans.



PC Conductor C. E. Gamble and his crew carefully switch cars at American Can plant in Morrisville, Pa., to prevent damage.



Cans, delivered on time and without damage, finally reach the consumers, such as Vera Maus and Kathy Braun, PC secretaries.