

PENN CENTRAL

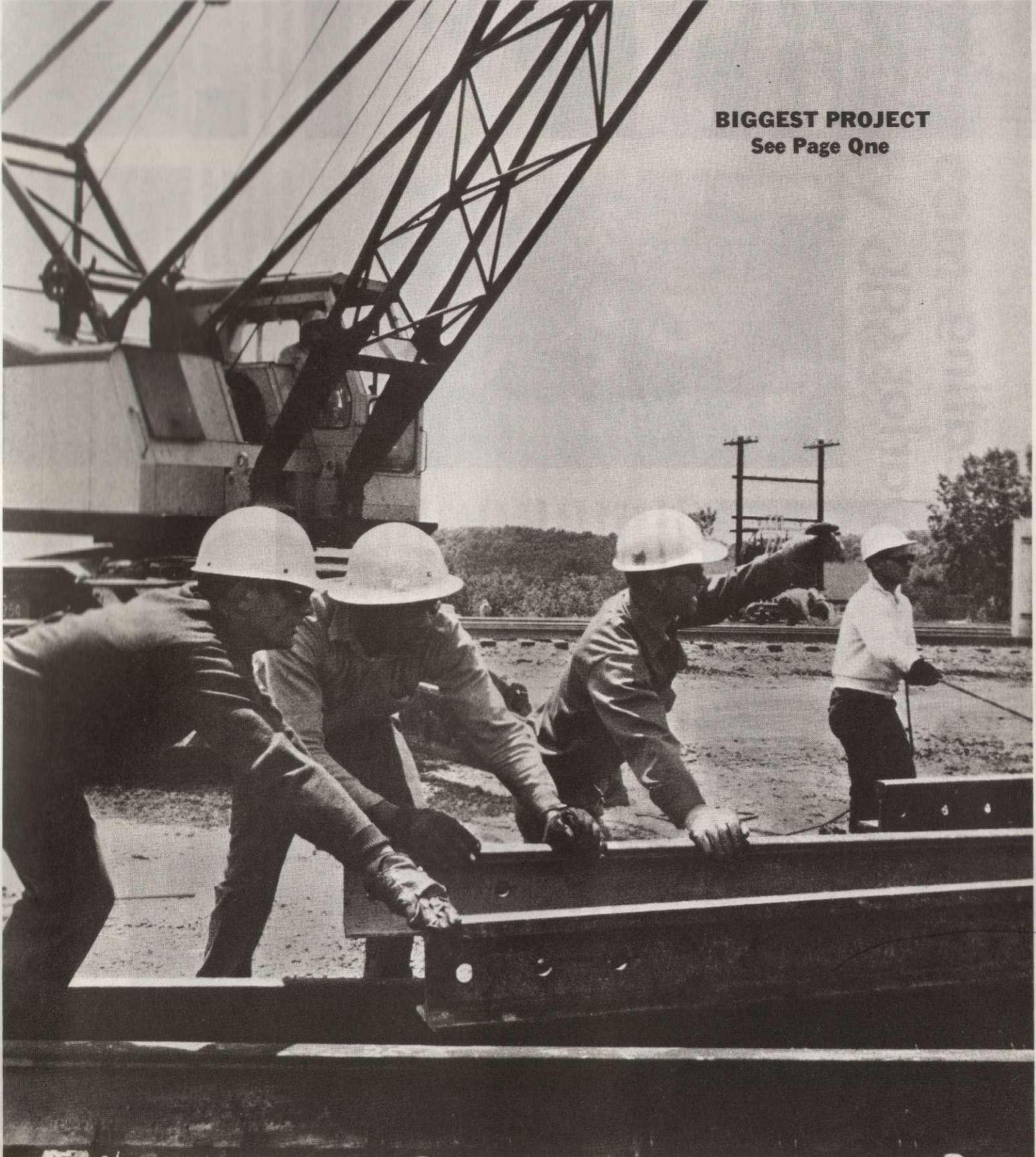


POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

JULY 1, 1968

BIGGEST PROJECT
See Page Qne



New yard is currently the PC's BIGGEST PROJECT

What's all the noise at Selkirk, New York?

It's just a lot of Penn Central people putting together one of America's most important freight yards.

This is currently the biggest construction project on the Railroad.

When the partially completed yard opens soon for business, it will put a new dimension into freight handling for the northeastern part of the Penn Central system.

Freight will move faster on more direct routings, and Penn Central will be making good on its promise to provide better service following the merger.

"Notice the tracks?" said Trackman Lester Hemmingway. "All welded rail. The best there is. Freight will get a smooth ride."

"And let me tell you about the communications," said Ray Tolhorst, a telephone and telegraph installer. "When we're through, you'll be able to talk to the yardmaster's office from anywhere in the yard. We're putting in 44 talk-back speakers for this.

"We've even got closed circuit television. TV cameras will record car numbers at six locations in the yard. This will all be recorded on tape, and a yard clerk will be able to view this at a convenient time."



Edward W. Blakeslee brings up additional ballast as track construction continues.

Conductor G. R. Weisburn sends car over the hump in test of retarder mechanism.



The yard was named the Alfred E. Perlman Yard by the New York Central Board of Directors. It's located outside the town of Selkirk, ten miles south of Albany. It will be the funneling spot for freight moving between Western points and New England, New York and New Jersey.

The total cost will come to something like \$30,000,000.

The yard will include two new shops for servicing and repairing locomotives and freight cars. The locomotive shop will have an inspection area, where ten diesel units can be checked at the same time. The repair section will handle 15 units on five working tracks.

In the car shop, PC workers will be able to handle eight freight cars at a time on four repair tracks.

The Railroad is also installing two new tracks for fueling and sanding locomotives.

Up in the hump tower, where the humpmaster will supervise train classification, electricians are busy installing the computer consoles which will help assure safe movement of cars down the hump to the classification tracks.

"Talk about modern!" exclaimed Electronics Specialist Robert M. Work. "I had to go back to school for this equipment. Eleven weeks, no less. They gave us an intensive course on the new equipment, and how to install it."

Below the hump, workers were putting the finishing touches on one of the switches, which will route cars to the proper tracks for train make-up.

"I've worked in various yards in my day," said Romeo R. Fountain, a signal mechanic with 43 years' experience, "but this beats them all—it's the largest one I've ever seen."

His partner, Anthony J. Bell, wielded a screwdriver while talking about the switch they were installing.

"This is the best around," Mr. Bell stated. "They call it a Model 6 Switch Machine. It can throw a switch in six-tenths of a second. That's good in anybody's book."

Under the hot sun, workmen were

Ballast is spread by Trackmen (left to right) Jerry J. Hart, William Dedrick, Clarence Mills, Jr. In tamping machine, M. J. Casso forces the ballast under the crossies.



laying miles of communication wire.

"This is the biggest wire job I've seen," said Lineman Albert Aaron MacRorie.

Mr. MacRorie, who was with the former New York Central for four years, was separating a handful of telephone wires. He then put a small tag on each wire.

"This is for identification," he said. "If some lineman works on them later, he'll know where the connection leads to."

When Perlman Yard is completed, it will have more than 150 miles of track and be able to handle more than 8,000 cars.

The focal point of the yard is the hump—a man-made incline. Trains are pushed to the hump, and cars are uncoupled as they go over the crest. As the cars roll down, their speed is gauged through a computer system, and then retarder mechanisms apply the pressure needed to slow the cars to a safe coupling speed.

Amid the cranes and bulldozers, John A. Phelps and Joseph Nunziato hunched over their job—welding the ends of rails together.

Mr. Phelps, a hefty 250-pounder, wiped the perspiration from his forehead.

"It's hard work," he said, "but when we're done you won't be able to find the joint in the rail. Or, I should say 'feel' the joint. This kind of rail gives cars a smooth ride. Freight won't get bumped around."

Mr. Nunziato, foreman of the welding gang, has 33 years on the Railroad, all with the former NYC.

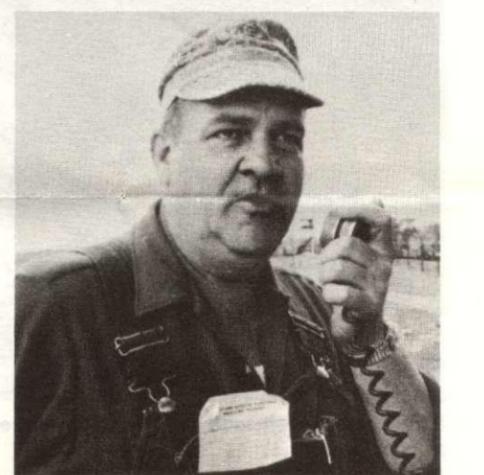
"Welding is hot business," he explained. "These rails have to be kept red-hot. If they get cold, the metal hardens and you can't work with it."

"But before you lay the welded rails you've got to have ties," said Raymond H. Turk, a crane operator. "That's where I come in."

With that Mr. Turk wheeled the 40-foot boom of his crane over a gondola loaded with ties. The ties were banded in bundles of 15. Metal jaws hanging from the boom grabbed a load of ties, lifted them from the gondola and set them on the ground.



H. B. Barrett and R. R. Fountain check device that "reports" switch movement.



Trainman H. V. Watrous relays an order to engine to push a test car over hump.

"Just like picking up a stack of kindling," Mr. Turk laughed.

More than 500,000 ties are being installed in the 7½-mile-long yard.

While the earth movers and track gangs work to finish Perlman Yard, traffic continues to be routed through the south edge of the yard.

"We run about 27 to 30 freight trains a day out of here," said Anthony J. De Luca, the stocky general yardmaster. Mr. De Luca has been on the job for 27 years.

"On an average day, we handle about 2,500 cars here at Selkirk. This includes two westbound Super Vans, all-container trains, which are made up here. They go to Cleveland, Detroit, Chicago, Cincinnati, Louisville, Indianapolis and St. Louis.

"Coming east, six Super Vans pass through here bound for New York City, North Bergen, N.J., and the Boston area.

"So we're plenty busy. This is one of the largest railroad switching areas in the whole country. Imagine what it'll be like when this new yard goes into operation!"

On the cover: Foreman R. P. Hart signals Crane Operator Everett Knoblauch in positioning a turnout panel for a track crossover. Assisting are William Raccaniello, Nathaniel Lott and Charles Clow.

This railroad model looks into the future

Long before the new diesel shop at Selkirk, N.Y., is completed, Railroaders will know their way around in it.

They'll know where the locomotives will be spotted, where supplies and materials will be stored, where the work groups will be stationed.

An unusual scale model has made this possible.

It's a working model. Locomotives move in and out. A "rabbit" device propels them, somewhat like the way automobiles are moved through a car wash. The production line can be simulated.

"It looks like a magnificent toy," said Maurice J. Chandler, manager of Dewitt Diesel Shop, where the model is located. "Actually, it's a practical educational tool. We've used it to study all the key physical and operational characteristics of the shop which is now being built."

The design of the model was based on plans of the New York Central Engineering Department. Development of the model—on a scale of

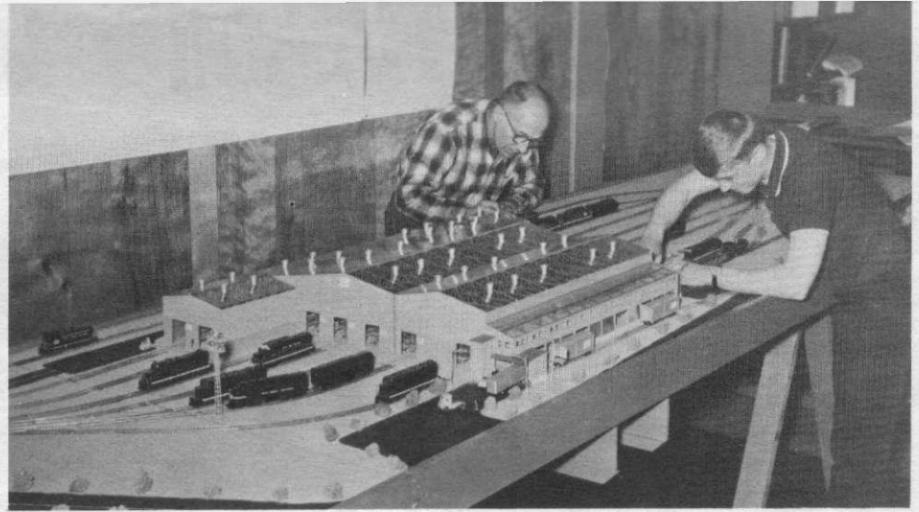
1/8th inch to the foot—was supervised by Arthur Mallette, process and production engineer at Dewitt, and William O'Donnell, apprentice instructor.

The model was built by Merton Phillips, a Penn Central painter, and Edward Collins, sheet metal worker apprentice. They used balsa wood and plexiglass.

Work on the model was started last year, and the design was reworked four times before it was considered a satisfactory representation of how the actual shop will look and operate.

The new diesel shop, to be completed in the fall, will be part of the new Alfred E. Perlman Yard at Selkirk, N.Y.

The success with the diesel-shop model has led the same team to build a model of the entire yard. On a scale of 1 inch per 100 feet, and not detailed like the shop model, it nevertheless gives a useful understanding of the layout of the new yard, which currently is PC's biggest project.



Merton Phillips and Edward Collins complete model of diesel shop. Below is new yard model, which they produced with M. J. Chandler, William O'Donnell, Arthur Mallette.



Safe at the crossing



E. H. Blewer, left, and Lt. Long tell children: "When the arm goes down, don't cross."

Edward H. Blewer didn't talk down to the kids. He talked up to them.

He didn't say, "You children must be careful."

Instead, he said, "We need your help to prevent crossing accidents."

If you talk to children as if they are adults, you're more likely to get an adult response from them, he explained later.

Edward Blewer, until his recent retirement, was safety supervisor in the Penn Central's Lake Region. He was part of a four-man team of railroad men that recently visited the Chestnut Avenue School in Ashtabula, Ohio.

Their mission: To teach respect for railroad crossing signals and gates.

The school is only a block away from Penn Central's line running between Ashtabula and Youngstown, Ohio. The children often cross

the tracks going to and from school.

"If you make a point of never entering on the tracks when the gate is down, you'll encourage other children to follow the same safety rule," Trainmaster Robert J. Hendrickson told the pupils.

And Lieutenants Edwin L. Maras and James G. Long, of Penn Central Police, also stressed the leadership qualities of pupils who set an example of obeying safety rules.

After the talks, each class of pupils was taken to the 54th Street crossing, where Rudolph E. Henk, assistant signal supervisor, showed how the safety gates work.

And when they went home, the pupils were given safety pamphlets to review and show their brothers and sisters.

Stanley Wolfe, principal of the Chestnut Avenue School, said that this railroad safety program was one of the finest of its kind.

Trainmaster R. J. Hendrickson and Lt. J. G. Long teach Ashtabula pupils "signs of life."



Even the retirees merge

The way they expressed it was:

"Goodby goose egg—hello PC."

That was how the members of the New York Central Seniors Club of Florida waved a fond farewell to the NYC's oval trademark—the "goose egg."

Then they changed their name to the Penn Central Club of Florida.

And they promptly issued an invitation to Pennsylvania Railroad retired people to join the organization.

"We're all one family now," said Joseph R. Tascik, who was the NYC freight sales manager at Chicago before he retired.

"We want PRR people to join with us and enjoy our activities and the comradeship of New York Central retirees."

The club is centered in the Pompano Beach and Fort Lauderdale area of Florida. There are 61 members, who pay \$2 a year dues. There are also 54 non-resident members, who pay \$1 a year. The latter are Railroaders who are still working but who plan to move to Florida when they retire.

Mr. Tascik describes a busy schedule:

"We have picnics, luncheons, splash-lawn-barbecue parties, boat trips—something every month," he said.

"One of our specials is an

'Away-from-Home Fling.' During the off-season, when prices are low, we contract with one of the better resort hotels for efficiency apartments, facing the ocean, for three days at a cost of \$6 to \$6.50 per couple per night.

"In March, we hold our annual dinner, a deluxe affair, which attracts retirees who live in the North but winter in the South.

"As you can see, we really keep busy!"

The club got started in 1964, at a luncheon sponsored by two former New York Central officials: Edward J. Gibbons, general manager at Syracuse, who retired in 1960; and Augustus Hart, assistant vice president, who retired in 1959.

"Persons interested in joining with us are invited to write," said the secretary-treasurer, Paul J. Desilets, who before his retirement was the Central's assistant general passenger manager at Cleveland. He lives at 651 NE 24th Street, Pompano Beach, Fla. 33062.

The other officers and their last location on the Railroad:

President Gilbert Chapman, Cleveland; 1st Vice President William Kernan, Syracuse; 2nd Vice President Herbert Treadwell, Cleveland; Entertainment Chairman Fred Schmid, Chicago; Publicity Chairman Joseph R. Tascik, Chicago.



New career for Washington Station

When a visitor comes to Washington, D.C., and wants to find a certain historic building, what does he do?

He gets lost.

Not always, of course. But this has happened often enough to make Government officials wish there were some place where visitors could go for guidance.

There's going to be such a place now.

The Government is arranging to lease Union Station and convert it into a National Visitor Center. The railroads will build a new modern station nearby.

President Lyndon B. Johnson recently signed a bill passed by Congress to make this possible.

The President pointed out the problems of visitors in trying to find a place to park or in using the local

transit system which "has confused many a world traveler."

"There is no central clearing-house where a visitor can gather information about our many monuments, museums and government buildings," President Johnson said.

"It is as if we asked someone to our house, then told him to find the kitchen and fix his own dinner."

The new Center will assure that future visitors to the Nation's capital will "be given a proper welcome," he said, and it will contribute to making the city one of "beauty and warmth and hospitality."

Under the terms of the new law, the U. S. Department of the Interior will enter into a long-term lease with the Washington Terminal Company to use Union Station.

The station and yard area are owned jointly by the Penn Central and the Baltimore and Ohio Railroad. They set up the Washington Terminal Company to manage the property.

The Company will spend up to \$16 million to alter the station and to build a parking garage above the tracks, big enough to hold 4000 automobiles. The roof of the garage will be a helicopter landing field.

The new passenger facilities will be under the garage, north of the present station concourse.

A glass-roofed walkway will link the Center and the parking garage.

In return for use of the building and the extensive improvements which the railroads will make, the Government will pay an annual rental for a term of not more than 25 years, and will be responsible for costs of operation and maintenance. The Government expects to earn much of the operating expense from parking fees and from concessions in the Center.

The planned renovations will carefully preserve the grandeur of the old building.

Union Station, built in 1907, was designed by the famous architect, D. H. Burnham, in classical Roman



President Johnson greets U. S. Senators and Representatives at signing of a bill to convert Union Station into a National Visitor Center (Washington Post photo).



Model for the center is studied by Stewart L. Udall, Secretary of the Interior; G. S. DeVine, C&O-B&O president; Mrs. Lyndon B. Johnson; S. T. Saunders, PC chairman.



Vaulted waiting room of Union Station will house new facilities for visitors.

style. The main waiting room borrows features from the Baths of Diocletian in ancient Rome. Warriors with swords and shields look down from a gallery surrounding the domed waiting room. Outside, atop stone columns, stand six statues, 18 feet high. They represent Fire, Electricity, Agriculture, Mechanics,

Freedom, and Imagination.

From here there is a clear view of the Capitol building, half a mile away.

The plans for the interior of the station include a diorama depicting place of interest, two theaters, an exhibit area, USO facilities and a student hostel.

PENN CENTRAL MAN AT WORK:

High in the sky

This fellow's hung up—in his work, that is.

S. P. Shenk is a cable-splicer in Penn Central's communications and signal department.

You can usually find him hanging around Indianapolis, Ind.—about 30 feet in the air.

Mr. Shenk spends most of his time checking and repairing Penn Central's communication lines in the area.

He works from a cable chair. This resembles a Navy boatswain's chair. It hangs from the communication cable and glides along on rollers.

Although he's up in the air much of the time, Mr. Shenk likes his job. He says it gives him a feeling of satisfaction to know he is one of the specialists who provide Penn Central with one of the most sophisticated communication systems in the world.

"Climbing poles and working at extreme heights doesn't bother me in the slightest," he says. "There are dangers, but I know and respect them."

"I take extra precautions to observe safety rules.

"The value of safety equipment, properly used, is obvious to me," he says. "I've been in communications work for 23 years, around all kinds of dangerous situations, without a serious accident."

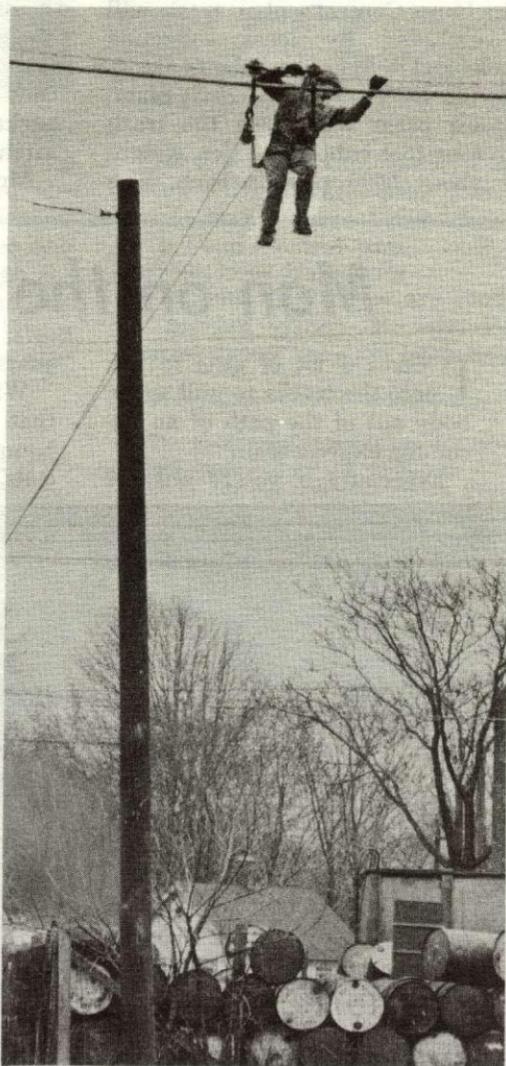
Mr. Shenk is an avid rail fan. His collection includes all New York Central timetables since 1933 and scattered editions back to 1914. He also has a collection of train orders, messages, a passenger ticket stub and other items from the old Big Four Railroad dating back to 1871.

His favorite sport is bowling. He's a member of the communications and signal team, crowned 1968 champs of the 12-team Big Four Bowling League of Indianapolis.

"Bowling sharpens your coordination," Mr. Shenk explains. "And that's a valuable asset when it comes to maneuvering around among poles and wires high above ground."



Telephoto lens was used for this Indianapolis News photo of S. P. Shenk on the job.



TRASH

Penn Central has a good way to help cities get rid of it

Mike Albl says that by 1975, Americans will be up to their ears in trash.

Why?

"Because we are throwing away trash faster than it can be disposed of," explains the dapper Mr. Albl.

He ought to know. Mr. Albl is Penn Central's No. 1 trash expert. He heads up a three-man team in the Marketing Department at New York which has put together a plan to pack up trash and ship it out of town.

By rail, of course.

"Our country is in trouble," he states. "The average person throws away four pounds of trash every day. This means the country produces about 146 million tons of trash each year."

The cause of the trash pile-up is the increasing population and a tremendous increase in disposable bags, boxes, cans and bottles, Mr. Albl explains.

None of the present disposal methods—dumping, incineration, or composting the garbage and then using it as a soil conditioner—are economical.

"In some places, trucks are hauling trash to landfill areas," Mr. Albl says, "but we've come up with a better plan."

In Penn Central's plan, trash will be gathered by local collection trucks and delivered to plants alongside the PC's tracks. At each plant, a giant press will mash the trash into four-foot cubes, or bales, weighing about 5000 pounds each. The

bales will be packed in leak-proof, odor-proof plastic bags, and automatic conveyors will pile them into Penn Central gondolas.

And what will the railroad do with these bales?

"One possibility is to use these bales to reclaim abandoned strip mines," says Mr. Albl's assistant, Welborn Alexander. "There are plenty of these abandoned mines in the eastern and midwestern parts of the United States.

"We propose to fill them with bales of refuse and cover them daily with fill dirt. This will produce solid layers which, after a period of 10 to 20 years, will completely reclaim waste land areas. A worthless strip mine may yield a golf course, ski slope or airport, or may simply be brought back to grade and replanted."

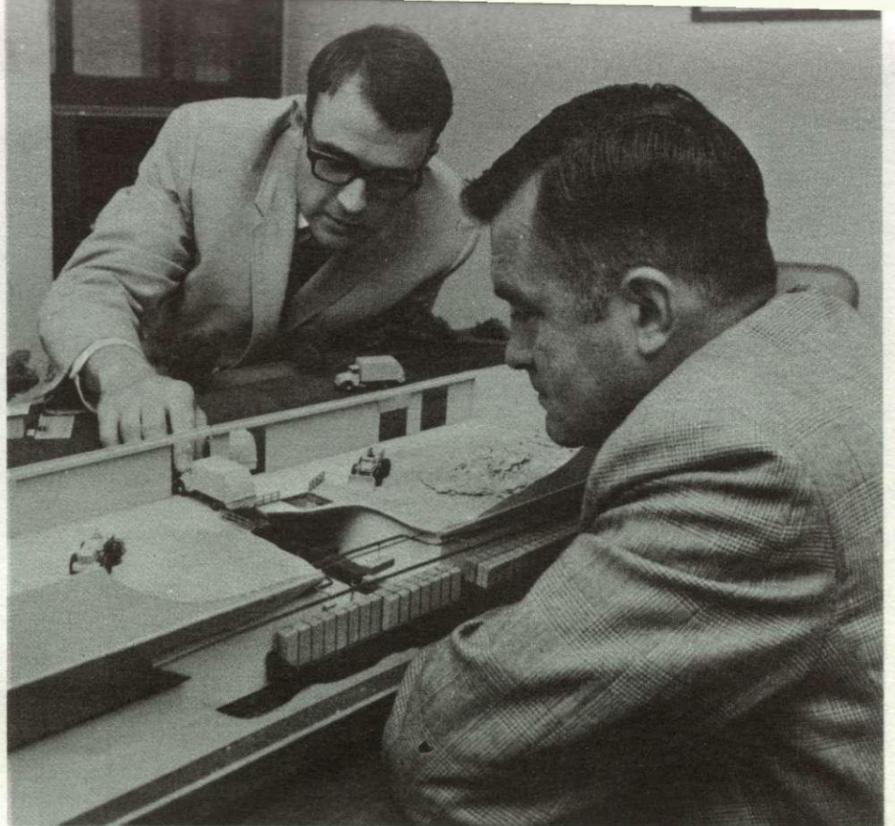
Mr. Alexander mentions quarry pits, ravines and sub-marginal lands as other landfill possibilities.

"There have been some problems," says Al Bingham, the third member of the team. "Some people protest that 'we don't want any garbage in our backyard.'

"They don't realize that these bales, like concrete blocks, are absolutely free of odors, rodents, insects or other objectionable features.

"Statistically, only ten percent of all household refuse is 'garbage.' Most of the waste is paper, glass and tin. The percentage of garbage is continuing to decrease as more pre-packaged food is sold and more kitchen disposal units are used."

Mr. Albl points out that the pro-



Welborn Alexander and Mike Albl study model of a plant where trucks will deliver trash for compressing into bales. These will be taken by PC gondolas to landfill sites.

posed trash program "can get rid of everything—burnable and non-burnable items, small and large items, including discarded bathtubs, household appliances and similar items.

"Incineration, a disposal method highly popular at this time, can handle only solid waste materials that can be burned," he said. "And, I might add, incineration is a major source of air pollution."

The landfill areas won't be dumps. This program will be a scientifically controlled operation. Everything will be planned well ahead of the first trash shipment, assuring that the end result will be useful land.

The Federal Government is interested in the idea. It has given the American Public Works Association, a non-profit group of city and state government officials, a \$282,800 contract to study and test the rail-haul method.

The Association has chosen Penn Central to participate because of the Railroad's pioneer research.

"We'll guarantee a fixed price per ton to haul trash," Mr. Alexander says. "To our customers we'll also offer a market study, as well as engineering and technical information without charge."

The city won't have to issue bonds to raise money for the disposal plant. Penn Central will aid in obtaining private capital for this purpose.

Also, improving waste land will produce a new tax source.



Waste land, filled with trash bales, covered with earth, and replanted, can eventually be developed into a golf course.

"The key to the disposal plan is finding suitable landfill sites to put our trash blocks," Mr. Bingham says. "We've completed studies in Detroit, Buffalo and Westchester County, N.Y. We're hopeful something will develop in these areas.

"We're ready to begin operations," he concludes. "Penn Central feels it has found a way to solve the acute urban disposal problems and at the same time reclaim some of the country's lost land.

"You just can't beat a deal like that."

Man on the tracks!

It takes a lot of guts to run onto the tracks to pull somebody out of the path of an oncoming express train.

Especially if you're only 12

years old.

William C. King, Jr., did that. And last month he was honored by Penn Central officials, including Board Chair-



man Stuart T. Saunders.

The near-tragic incident occurred at the PC commuter station in Holmesburg, Philadelphia. It was a Saturday morning. Bill was waiting with his mother for a train to town.

Across the tracks walked a 79-year-old man, a resident of a nearby home for the aged. He tripped and fell on the tracks and stayed there, dazed.

Up the tracks sounded the horn of No. 31, a through train that would speed past the station.

"I saw the man wasn't getting up," Bill recounted later.

"So I ran out and pulled him off the tracks.

"That's all."

The engineman on No. 31 had sighted the sprawled figure and had put on the brakes, but the locomotive rolled past the spot before it could come to a stop.

"There's no question about it—you saved the man's life," Chairman Saunders told Bill

King at System headquarters.

Mr. Saunders presented him with a U.S. Bond (photo, left).

Other Penn Central people joined in honoring the boy.

William A. O'Toole, assistant superintendent (passenger) of the Philadelphia Division, took Bill on a tour of PC Station.

Engineman W. B. Stone took the boy for a ride in the cab of a Silverliner commuter train.

At North Philadelphia Station, the boy boarded a south-bound train, and rode in the cab with Engineman W. E. Reige and Fireman W. J. Halahan.

"It was great!" the boy exclaimed. "Now I think I'd like to be an engineer."

Bill went home bearing not only the Savings Bond but a testimonial letter from Mr. Saunders, a trainman's lantern and a locomotive tie clasp.

These will come in handy to show his friends.

"You see," he said, "they don't believe I did it."

OPEN LINE

REPORTS FROM ALL OVER

More cars on the way—An order for 790 freight cars, costing \$15,000,000, has been given to the Railroad's Samuel Rea Shop at Hollidaysburg, Pa. The order consists of 361 covered hopper cars of 100 ton capacity, and 429 heavy-duty boxcars for hauling appliances and other manufactured articles. The boxcars, all 60 feet long and fitted with cushion underframes and roller bearings, will have capacities ranging from 70 to 100 tons.

"This brings to \$54,000,000 the Penn Central's commitments for new freight equipment since our merger on February 1," said President Alfred E. Perlman. "Earlier we announced orders for 2750 gondola cars and 125 multi-level racks for hauling new automobiles."



Governor honors rail women—During the recent celebration of National Transportation Week, Governor Raymond P. Shafer, of Pennsylvania, issued a proclamation designating Railroad Women's Day. This was arranged by two chapters of the National Association of Railway Business Women.

Shown with Governor Shafer are Esther McCormick, retired employe of the Pittsburgh & Lake Erie Railroad, vice president of the Pittsburgh chapter; Isabella A. Griffith, Penn Central clerk, president of the Philadelphia chapter; and, standing, Joan Eplett, secretary in the Norfolk & Western office at Philadelphia.

Dividend payment—Penn Central's directors declared a dividend of 60 cents per share, payable June 13 to stockholders of record May 20.

Big Four gets bigger—Expansion plans were announced for Penn Central's Big Four freight yard at Avon, Ind., west of Indianapolis. Capacity will be increased from 4700 to 5800 freight cars, permitting faster receiving and dispatching of trains.

The project will include: 28,000 feet of new receiving and departure tracks; 14,000 feet of new main line tracks; nine new pushbutton switches; a new track connection between the yard and the PRR's Indianapolis-Vincennes line, allowing more direct access to coal fields; and added crew-dispatching and locker facilities.

The Flexi-Van terminal will move to the TrucTrain terminal at Hawthorne Yard.

Big Four Yard was named in honor of the old Big Four Railroad, which became part of the New York Central in the 1930's.

Railroad Retirement booklet—A newly printed booklet entitled, "Benefits for Railroad Workers and their Families," has been issued to explain benefits payable through the Railroad Retirement Board. Copies may be obtained at any of the Board's district offices or from Information Service, U. S. Railroad Retirement Board, 844 Rush St., Chicago, Ill. 60611.

Killed in Vietnam—A young Penn Central man, Private First Class William E. Wilcox, Jr., was killed in action on May 10 near Dak To, Vietnam. Private Wilcox held two Purple Heart medals, Combat Infantryman's Badge and Expert Marksmanship Medal.

He started on the New York Central in 1962 as a trucker at Buffalo, became a helper in the Signal Department, locomotive fireman, and, after special studies, freight transportation inspector in the Office of Freight Car Utilization at New York. He left for military service in March, 1967.

His father, William E. Wilcox, is chief clerk in the division superintendent's office, Buffalo; his mother, Ella W. Wilcox, is clerk to the signal supervisor, Buffalo.

Safety awards—The Philadelphia Chamber of Commerce has issued six safety awards to Penn Central departments. Honored for zero accidents in 1967 were the material management departments in the Harrisburg and Philadelphia divisions and Wilmington (Del.) Shops. Honored for improved safety records in 1967 were the division engineer's department of the Harrisburg Division, station department of the Philadelphia Division, and repair shops at Wilmington.

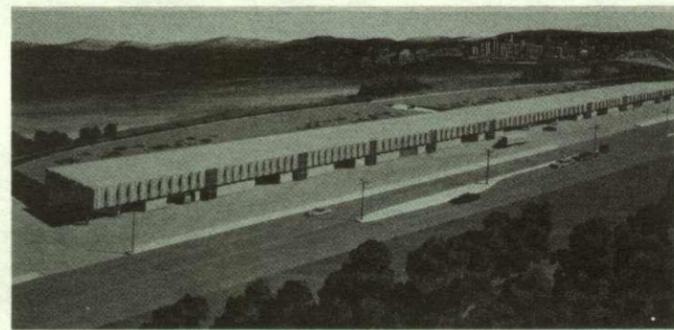
Help in relocating—Penn Central people transferred to the Philadelphia area and wanting help in finding a new home may contact E. E. Kinzel, director of real estate—relocation, Room 1444 Six Penn Center, Phila., Pa. 19104, phone extension 3091. Those moving to another city should consult the Penn Central moving coordinator for that city. He may be able to provide information on homes put up for sale by PC people moving elsewhere.

Railroad income goes down—The majority of America's railroads suffered a drop in net income during the first three months of this year. The average decrease across the country was 10 percent. But among the Eastern railroads the drop was much sharper—81 percent. Fifteen of the Eastern railroads had no profit at all—a net loss, instead.

The Association of American Railroads said the financial situation is due to an increase in costs without sufficient increases in revenues.

Asking the Interstate Commerce Commission for permission to raise freight rates, the Association stated that increases were necessary "to maintain adequate services to the nation's shippers and to obtain the funds required to improve services."

Evangelistic Association meets—A delegation of Penn Central people plans to attend the 27th anniversary convention of the Railroad Evangelistic Association at the Westminster Hotel, Winona Lake, Ind., August 13-16. This national organization describes itself as an interdenominational, non-partisan, Christian railroad brotherhood. The assistant recording secretary, Rena G. Bauer, Penn Central secretary at Philadelphia, invites interested persons to write to Railroad Convention, 144 E. North Ave., Northlake, Ill. 60164



Growing on the railroad—This is the architect's drawing of a warehouse and office structure being built by The Buncher Company at Pittsburgh, Pa. The brick-and-steel building will have 23,000 square feet of warehouse space, 98,000 square feet of office space and rooftop parking for 435 autos. Located here through cooperation of Buncher, the City of Pittsburgh, and the Pittsburgh & Lake Erie Railroad, an affiliate of Penn Central, the new structure is expected to produce new traffic for rail transportation.

Another high speed service—Almost lost in all the attention being given to the planned Washington-New York high-speed service is another high-speed operation being planned between Philadelphia and Harrisburg, Pa. Last month the Transportation Assistance Authority, set up by the Commonwealth of Pennsylvania, announced agreement to pay \$2,000,000 toward the cost of 11 high-speed cars. Penn Central will pay the remaining \$2,500,000.

The Railroad will operate this service jointly with the Commonwealth and the Southeastern Pennsylvania Transportation Authority.

Improvements at Cincinnati—Construction plans in and near the Penn Central yards at Sharonville and Evendale, in suburban Cincinnati, include:

A four track expansion of Sharon Yard, which will become the main freight classification yard in this area. About 27,000 feet of new track and 70 switches. A new 7000-foot track connection linking the yard with the PRR Cincinnati-Chicago line. A new terminal to handle TrucTrain and Flexi-Van traffic.



"I received my first Penn Central Post in today's mail and it sure made it seem like old times to read the news of the merger of the two most wonderful railroads in the United States. I have been retired since 1955 and have missed the Headlight news. Now I feel as if I am back on the pay roll. I wish to thank all who had any part in placing me on the mailing list."—E. N. Robinson, retired A.G.P.A., Pittsburgh, Pa.

Note: Retired employes of the PRR and the New York Central are sent six issues of the Penn Central Post yearly—the issues dated January 1, March 1, May 1, July 1, September 1, and November 1. Retired employes not on the mailing list should write to Circulation Desk, Penn Central Post, 1040 Six Penn Center, Phila., Pa. 19104. Please include your Zip code.

"Everything in this Post is very interesting, and we treasure it greatly. Also wish the Penn Central real success in the future."—William R. Hamilton, Jackson, Mich.

"I have always been glad to get the publication. It just kind of keeps me in touch. I started my Railroad career in 1915, and retired in 1961. I might add that during my long service, I never had a lost-time accident, and never injured anyone with my engine."—A. G. Stidd, Martins Ferry, Ohio.

"The Penn Central Post is very well edited and publishes a host of good reading. I look forward to receiving it as a retired railroader as I did as an active worker. It allows a broader view of its contents, and I am certain it is more thoroughly read in the tabloid fashion—it makes for easier review. Good luck to the Post, the new merger color, and, of course, the great merger."—N. J. Frey, Sr., formerly of P&LE RR, Pittsburgh, Pa.

"As a retired trainmaster, I hold a New York Central pass. I would like to know where I should apply for a Penn Central pass."—P. M. Barrow, Lock Haven, Pa.

NYC and PRR passes are good on the merged system. No new Penn Central passes have yet been issued.

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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Here come the hefty ones

They're building a train almost 30 miles long.

That's how far the new gondolas being made by the men at Samuel Rea Shop would stretch if coupled together.

The hefty cars, 2,750 of them, are being manufactured under the first major equipment order of the merged Penn Central.

Most of them will be Class G-43A. This type is 52 feet long, inside, and can hold 100 tons of freight.

Six hundred of the cars will be Class G-44A. This type carries 70 tons, but has a longer body—65 feet—to facilitate hauling of long steel beams and manufactured articles.

The Penn Central men at the plant in Hollidaysburg, Pa., are turning out the new cars at the rate of 33 a day.

"These cars are good for everything," said Radiograph Operator Ross E. Detwiler as he cut a thick steel plate into side sills for the car underframes.

The radiograph is an oxy-acetylene cutting torch mounted on an electric motor. The motor moves the torch slowly along a guide rail on the steel plate. The flame of the

torch cuts the plate in two.

"The cars are so strong, they'll probably be used for hauling steel products most of the time," Mr. Detwiler said. "The corrugated sides and ends add a lot of strength on the G-43A's. And both types of cars have extra-heavy underframes."

In addition to being shorter, the higher capacity gondolas have lower sides—only four feet high. Those on the G-44A's are over five and a half feet high.

Both types of cars are being equipped with roller-bearing wheel trucks. They have lading-strap anchors and pipe furrows to help hold the freight in place.

Carman Welder Thomas Marlett calls the new gondolas "very strong—just what Penn Central needs for extra heavy duty."

"They're heavily welded all over. And I can speak for the ends because that's where I work."

Mr. Marlett welds the end position on the tumble jig. This is a machine that holds a car much as bookends hold a book, and rotates it to give the welders easy access to the underframe, sides and ends of the car body.



Drawbar is added to a car by Car Repairmen A. DiBartolomeo and W. Conley.

Welder Marlett is confident the Penn Central men can hold to the production schedule.

"There's a better spirit among the men now," he said. "The future looks better for us now and the men know how to get a job going and how to keep it going."

"I guess you'd call it esprit de corps. The men work together better and help each other. And that's all over the shop, not just on the tumble jig."

At the present rate of production, the order should be filled early in July.

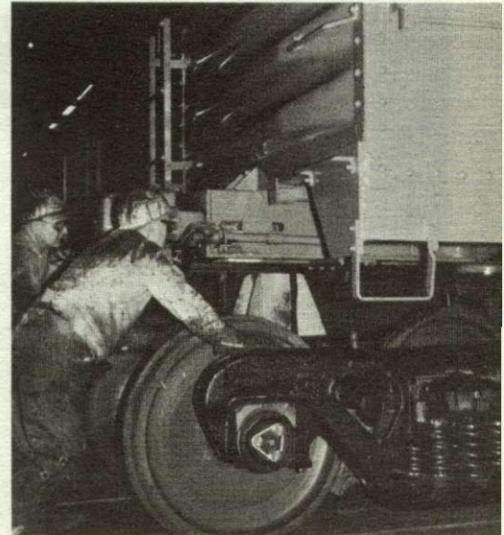
But the men in the shop will never see the 30-mile train they're building.

The cars don't hang around long enough.

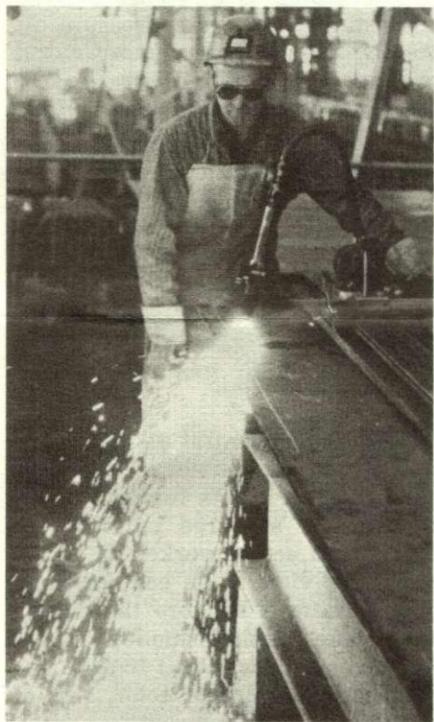
As soon as they're finished and get their coats of Penn Central green, they head out over the rails to shippers ready to use them.



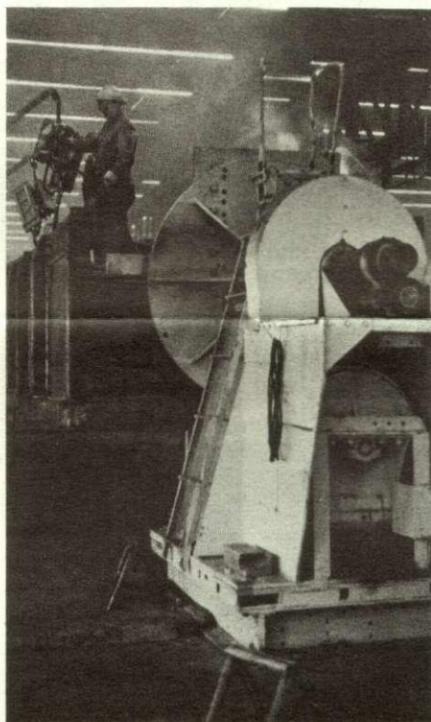
Car Repairman R. J. Lomier and Helper G. E. David add end ladder to a gondola car.



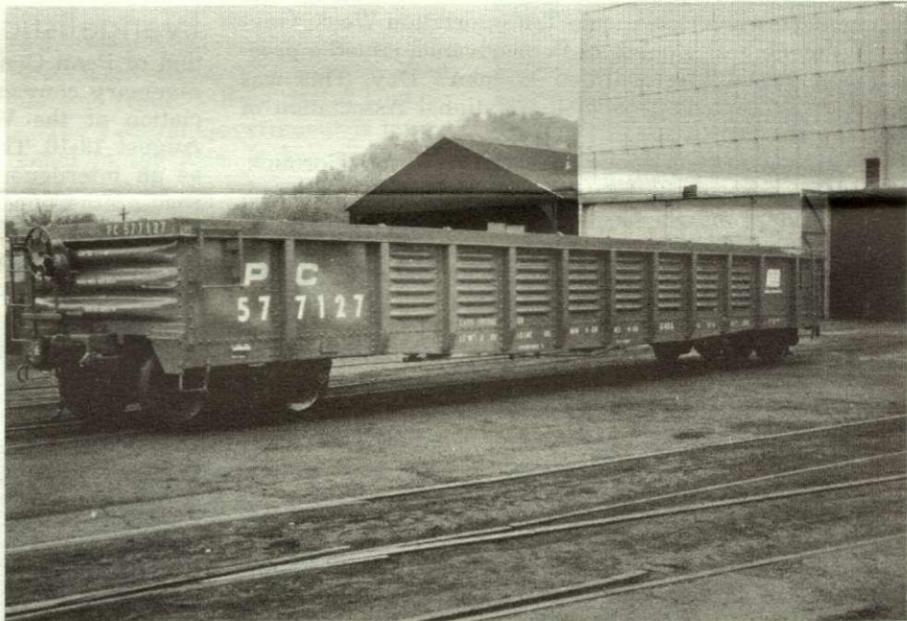
Samuel Rea men, L. F. Tartaglio and P. V. Nale, put trucks under new gondola.



Radiograph Operator R. N. Fahr cuts steel plate for floors of the new gondola cars.

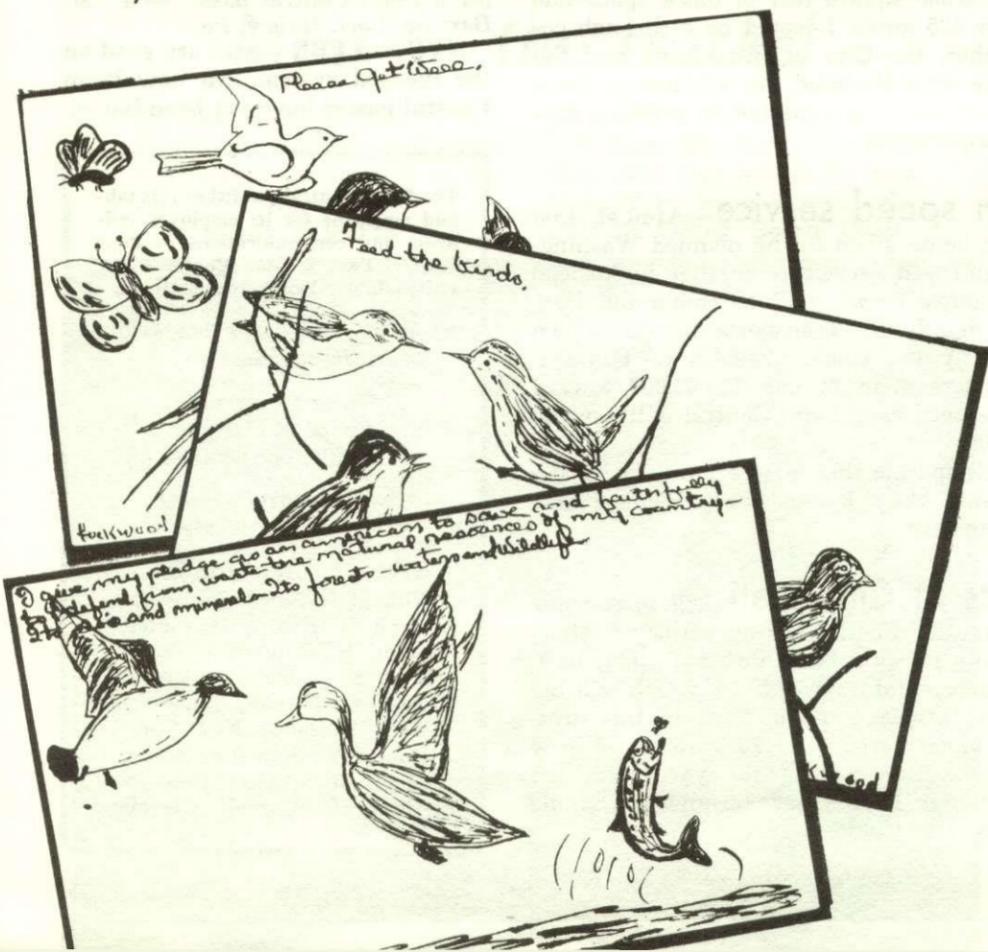


Welder works on bottom of a gondola as it is held by tumble jig at Samuel Rea.



This completed G-43A gondola waits for assignment outside Samuel Rea Shop, Altoona.

10,000 cards from Uncle Elmer



It was a typical letter to Elmer R. Lockwood, and it began like this:

"You don't know how much happiness you brought to our little Tommy."

The letter came from the mother of Tommy Bogutski, at Athens, Pa. The boy suffered a long illness. Mr. Lockwood heard about the case from newspaper accounts, and regularly sent hand-decorated get-well cards until the boy died last spring.

Mr. Lockwood, a retired New York Central clerk from Collinwood Yard, near Cleveland, has been doing this kind of thing for 12 years.

The project started when he was laid up with an injured knee and got a sense of the gloomy days of a shut-in. Thumbing through a magazine, he came across pictures of birds, and began copying them to keep busy.

Soon he was putting these drawings on postcards and sending them to invalids or shut-ins he knew personally or had heard about through friends or from newspapers or radio.

So far, he estimates, he has sent out about 10,000 cards.

They all are decorated with his sketches of birds and other wildlife.

Each card contains a special message. Often he includes poetry.

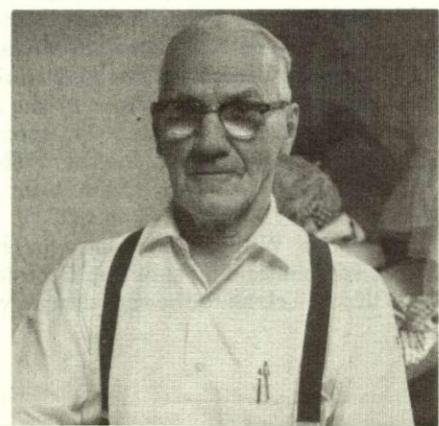
The cards have gone to people in widely scattered locations—California, Colorado, Illinois, Tennessee, Pennsylvania, New Jersey.

All the people on his "active list" receive at least one card a month.

"Uncle Elmer," as he is known to all his correspondents, is an alert 75-year-old. He started on the New York Central in 1910 as a call boy at the old Union Depot on the Cleveland lake-front. He continued in service until retiring in 1959.

He lives with his wife, Elfrieda, in Euclid, O. They have a son and two daughters, ten grandchildren and two great-grandchildren.

Of course, all the children regularly receive hand-decorated cards.



Good eating in the parlor car



S. J. Johnson, chef in commissary at Penn Station, N.Y., makes up the new dinners.



Franklin C. Thompson, parlor lounge attendant, removes a meal from refrigerator.



Nelson T. Dixon, parlor lounge attendant, places a meal into one of the new ovens.

What's new in Penn Central's parlor cars?

Would you believe a sizzling steak—served at your seat?

Ten parlor cars on trains traveling between New York and Washington are now equipped to meet increasing passenger demands for quick, economical food service.

"Parlor car passengers on these trains can now get hot meals any time during the day or evening hours," said Sidney N. Phelps, director of dining car service.

Mr. Phelps said that "prepared breakfast, lunch or dinner meals are carried on the car in special refrigerators. When the passenger makes his choice from the menu, the meal is heated in one of the two newly-installed electric ovens on each car."

To make this service possible, the railroad has installed a galley in each of the ten parlor cars. They were put in by employees at Penn Central shops at Altoona, Pa., and Sunnyside Yard, Long Island, N.Y.

The galleys are like the ones being installed in the high-speed trains which will run in the Northeast Corridor Project.

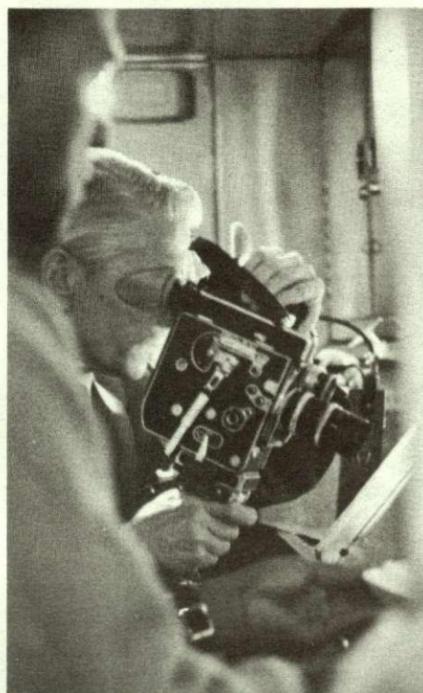
Meals are kept refrigerated and then reconstituted in one of the new ovens. The meal is served piping hot on a tray. A special non-skid placemat on the tray keeps dishware from sliding.

A passenger on his way to Washington commented favorably on the fact that now he didn't "have to stand in line to get a seat, like you do in the diner."

"Now we bring the meal to you," said Nelson T. Dixon, parlor lounge attendant, as he set a tenderloin steak in front of the man at his parlor car seat.

Coach passengers on trains with the new parlor-car dining service will be able to get food from snack bar cars carrying an assortment of sandwiches, soups, beverages and desserts.

Charles H. Barber, supervisor of service, opened an oven to show how the meat portion of the dinner is



Cameraman of KYW-TV, Philadelphia, films meal being taken from the oven.

heated in a ceramic dish. Each oven can handle 24 meals at a time.

"This is a quicker type of service," Mr. Barber explained. "But make no mistake, this isn't a TV dinner we're serving. It's a full-course meal."

"We serve four different meat dinners. You can have filet mignon, breast of chicken, lamb chops or tenderloin steak."

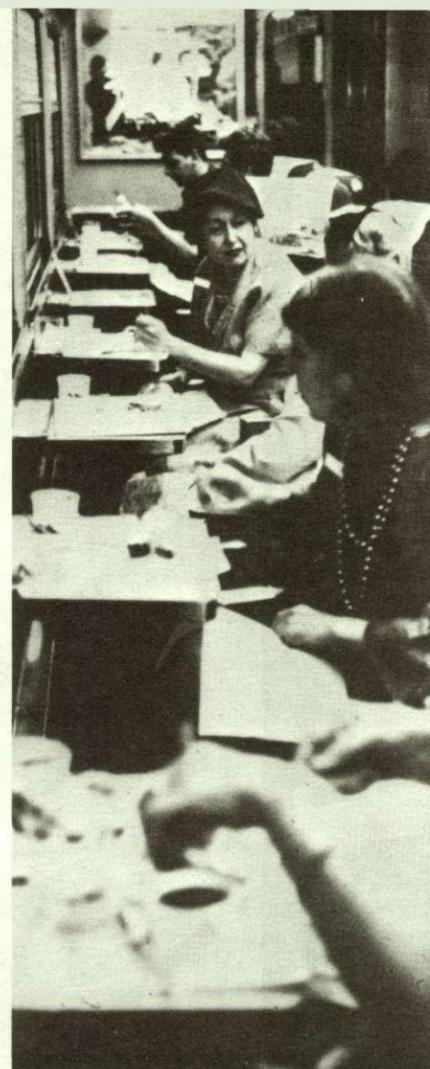
Plans call for changing the menu periodically to add variety.

Franklin C. Thompson, a parlor lounge attendant with 40 years' service, adjusted an oven's dials.

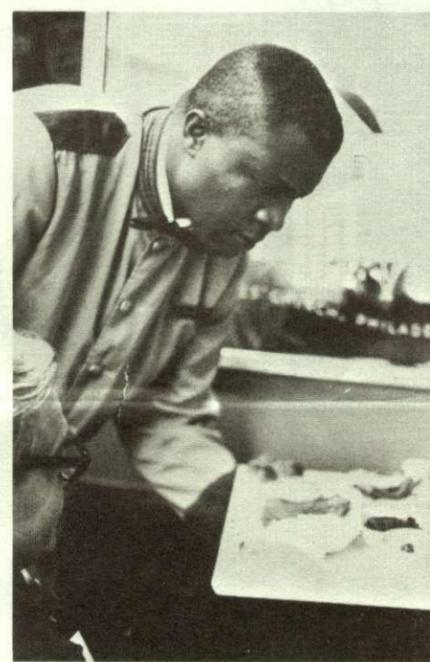
"Has to be just right," Mr. Thompson said. "In here we can serve a well-balanced meal—just like the kind you'd get at home."

Meals run from \$1.25 for a breakfast of fruit, rolls and beverage, to a \$3.25 dinner of steak, shrimp cocktail, potatoes, vegetable and dessert.

"We've invested a great deal of money," Mr. Phelps concluded, "and we expect to improve our service by giving passengers what they prefer—a good, quick, tasty meal."



Food editors from national and local publications get a preview of the new meals.



A hungry passenger is served a hot meal by J. D. Wilcox, parlor lounge attendant.

How to ruin a record

The softball team of the Juniata (Pa.) Storehouse blew its perfect record the other day.

It won a game.

The team journeyed to Philadelphia to play a softball team from the System Purchases and Materials Department.

The Juniata men were staggered when they won, 14 to 6.

"Well, it had to happen sometime," said Pitcher Red Pike apologetically.

The Juniata men organized their team in 1966. Their first opponent was a team from the storehouse at Samuel Rea Shop, Hollidaysburg, Pa.

The Juniata men lost, 12 to 7.

They promptly demanded a

rematch. This time they lost 15-11.

That continued to be the pattern on through 1967—loss after loss.

Now, in 1968, they have won their first game. And it has gone to their heads.

"We'll take on any softball team on the Penn Central," says Joseph DeStadio, Storehouse clerk and team manager.

He says specific challenges are being issued to other Penn Central storehouses. He's waiting at his phone, Altoona 397, for any takers.

"We figure," he says, "that we've now started on a new perfect record—no losses."

George Fetters, analyst, Phila., slams it. Tony Longo catches; Jack Dillon is ump.



Red Pike, visitors' pitcher, gets rubdown from Hyman Adelman and Dan Longo.



Tony Longo gets a hit for the Juniata men. This sort of thing ruined their record.

Ray Moran, Phila., is called safe at first by Umpire Bill Chelton, enginehouse clerk.

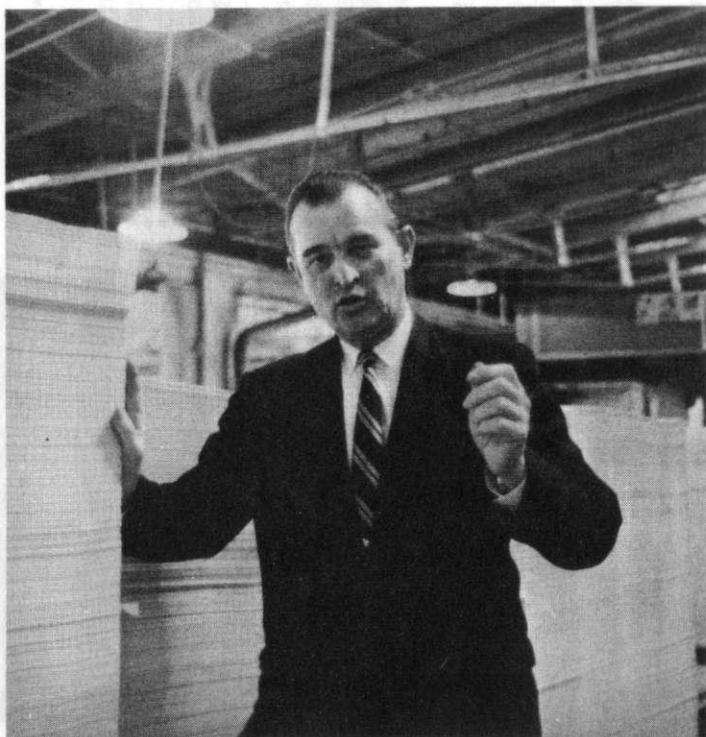


Mary's Smile

David A. Crane, a professor of architecture at the University of Pennsylvania, wrote to the Penn Central:

"During the past several years, I have made extensive trips from Philadelphia to New York and Washington and have quite frequently found Mrs. Mary C. Cleary on the opposite side of the ticket window at 30th Street Station. Many times when I was in a tremendous hurry and had quite complex ticket orders to make, she has met me with a smile and has issued the complex paper work, which your system requires, with great dispatch and accuracy. By this time she knows my name, I believe. At 7:30 in the morning it is nice to be greeted with the kind of cheer that Mrs. Cleary exuberates.

"I know that you and your company are counting heavily on your recent merger to do the things that you have not been able to do as separate railroads in the past. I am sure this will help; however, I am sure that outstanding public service personnel are the fundamental requirement."



Meet James R. Bowen. He's a hunter and fisherman, served as an Army medic in World War II, is the father of three girls.

He earns his living as traffic manager of Allied Paper Incorporated, subsidiary of SCM Corporation, at Kalamazoo, Mich. His company produces paper for Bibles, textbooks, maps, magazines and other uses.

"The printers who use our paper run it on high-speed presses, and they require rolls and sheets that aren't scarred or dented," Mr. Bowen says.

"Paper that has been damaged can jam up the presses. This can mean a loss of business to us—and to you railroad people.

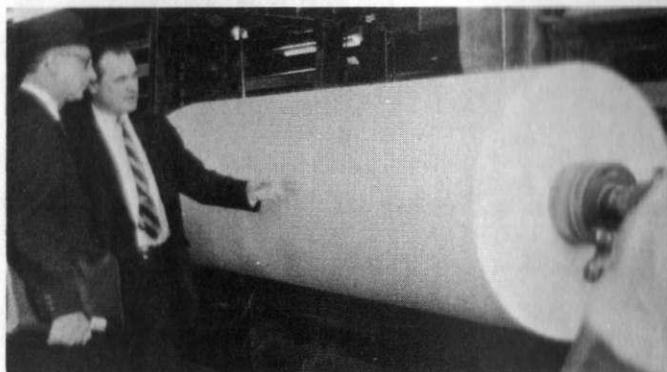
"That's why we take special care in loading our cars of paper.

"And that's why we rely on your skill to handle those cars so no damage occurs."

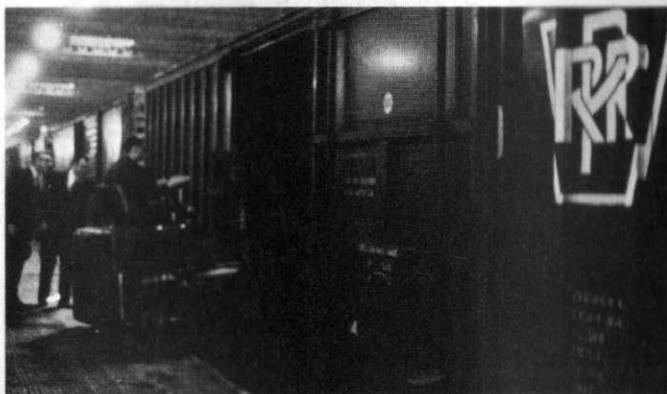
Behind every car of freight, there is somebody like James Bowen. Somebody who is counting on Penn Central men for safe, prompt handling of his shipments.

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.

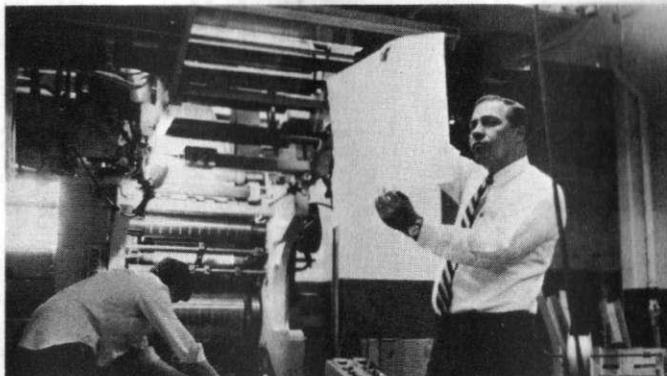
Here's the man we're all working for



Mr. Bowen explains to W. Howard Haynes, Penn Central sales representative, why paper rolls must be kept free of damage.



Paper is loaded at Allied plant in Kalamazoo. Load is carefully secured, but careful car handling is still essential.



Paper is delivered safely by Penn Central men to National Publishing Company, Phila., where it is used to print Bibles.