

PENN CENTRAL

POST[®]



NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

JULY 1973



FLOWER GIRLS

SEE PAGE FIVE



President W.H. Moore greets R.A. Berube, Bob G. McCallister and Joseph J. Bruni.

They're Boosting PC Revenues

Three PC freight station men came to Philadelphia with their wives last month for a luncheon with President William H. Moore.

He wanted to thank the employees personally — and present them with U.S. Bonds — for helping bring in more revenue.

"If what you have done could be duplicated throughout the Railroad, it would be a big contribution toward our goals," Mr. Moore said.

The three men were among the top scorers in a Station Department program called CA\$H.

The word stands for: Correct All Short Hauls.

What it means is helping the Railroad get a maximum portion of any interline freight haul — that is, any shipment moving on the Penn Central and one or more additional railroads.

Most interline shipments can travel by several routes. One route may give Penn Central only a minor portion of the total journey — the "short haul." Another route may give Penn Central the "long haul" — and a major portion of the revenue.

Freight station employees are in a special position to detect short hauls and to take steps to win the customer's approval for a change in routing so as to give Penn Central a better share of the revenue.

The Station Department has been conducting a contest among its employees with awards of U.S. Bonds to those who do the best job of detecting and correcting short hauls. A winner has been chosen monthly in each of 12 Station Department areas on the Railroad.

The CA\$H winners for January, February and March are listed in the right-hand column.

Four top winners for the cumulative three-month period were recognized with additional awards and invited to lunch with Mr. Moore. They were:

Joseph J. Bruni, clerk at Baltimore, Md.

William B. Bentley, chief inbound clerk at Detroit, Mich.

Bob G. McCallister, DICCS clerk at Charleston, West Va.

Raymond A. Berube, agent at Syracuse, N.Y.



At the luncheon, the visitors exchanged ideas with A.P. Funkhouser (third from left), sr. vice president-sales & marketing, and J. Bruce Addington, vice president-operation.

Mr. Bentley was unable to attend the luncheon because of illness in the family.

Word about the award to be made to Bob McCallister came to the attention of Governor Arch A. Moore, of West Virginia. Pleased with this recognition of a fellow West Virginian, the Governor gave the McCallisters a reproduction of the State seal to deliver to President Moore at the luncheon.

Later, the award winners talked about the CA\$H program.

Joe Bruni, a railroader since 1937, said it has always been standard for freight agents and clerks to watch for short hauls and try to get them changed.

"But the contest has focused extra attention on this," he said.

Bob McCallister said he's encouraged by the number of shippers who responded to his phone calls by agreeing to the changed routing he suggested, "just to see how it would work out."

"In a good number of cases," he reported, "they found that the new route gave them substantially better delivery."

William B. Bentley, at Detroit, described how his familiarity with the complex switching arrangements in the busy Detroit area enabled him to suggest to one shipper that routing his freight directly via Penn Central would give him a day's faster delivery.

"He tried it, he found it worked, and he's very pleased," Bill Bentley said.

Ray Berube commented about the enthusiasm at his Syracuse freight office when an employee succeeds in gaining a shipper's consent to a change routing which means more revenue for Penn Central.

"One employee said, 'I just made \$200 for the Railroad — now I know I'll get paid this week,'" Mr. Berube related.

"I told him that's exactly the point. All our salaries come from the revenues — nowhere else. Bringing in more freight revenue makes all our salaries that much more secure."



Bob McCallister and his wife deliver to Mr. Moore a replica of the West Virginia State seal, sent by Gov. Arch A. Moore.

THE WINNERS

U.S. Bonds were awarded to the following Station Department employees for their January accomplishments in attaining longer freight hauls:

C.E. Anderson, agent, Decatur, Ill.; G.W. Hoover, agent, Burns Harbor, Ind.; P.O. Tucker, relief agent, Indianapolis, Ind.; B.G. McCallister, DICCS clerk, Charleston, W. Va.; E.L. Snyder, chief clerk, Akron, O.; E.E. Simpson, rate clerk, Grand Rapids, Mich.; C.L. Berry, DICCS clerk, Washington, D.C.; Mrs. R.W. Jarvis, clerk, Morrisville, Pa.; T.L. Stump, clerk, Conway, Pa.; L.N. Money, agent, Watertown, N.Y.; J.J. Trimarco, clerk, Waverly, N.J.; and M.M. Winfield, clerk, Boston.

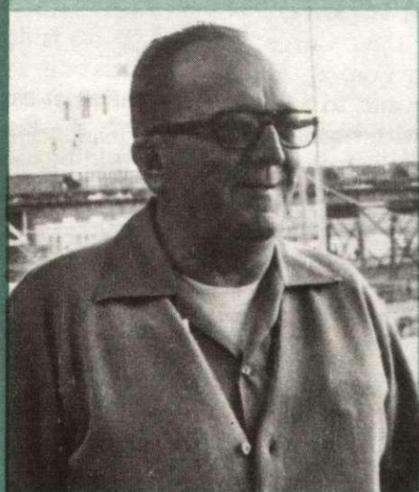
Winners for February were:

D.L. Harnetiaux, cashier, East St. Louis, Ill.; J.C. McCormick, agent, Elkhart, Ind.; R.J. Walters, clerk, Indianapolis, Ind.; B.G. McCallister, DICCS clerk, Charleston, West Va.; G.E. Triozzi, rate clerk, Ashtabula, O.; R.P. Ricevuto, extra clerk, Detroit, Mich.; A.P. Santoro, Jr., miscellaneous clerk, Baltimore, Md.; L.R. Vann, clerk, Hagerstown, Md.; G.P. Walsh, agent, Mingo Junction, Pa.; P.J. Regan, billing clerk, Massena, N.Y.; John Borawski, clerk, Newark, N.J.; and Ernest Danzer, billing clerk, Providence, R.I.

Winners for March were:

J.J. Bruni, miscellaneous clerk, Baltimore, Md.; F.M. Weinstein, clerk, Phila., Pa.; T.R. Streicher, agent, Johnstown, Pa.; R.A. Berube, agent, Syracuse, N.Y.; P. Joyce, clerk, Newark, N.J.; J. Palmer, clerk, Selkirk, N.Y.; D.L. Harnetiaux, cashier, East St. Louis, Ill.; J.C. McCormick, agent, Elkhart, Ind.; G.W. Smedinghoff, agent, Greenville, O.; Mrs. P.A. Beaver, chief clerk, Middletown, O.; E.L. Snyder, chief clerk, Akron, O.; and W.B. Bentley, clerk, Detroit, Mich.

Man in the swamp!



Brakeman Michael J. Fedorkowicz

As Freight Train CE-4 was rolling past a swampy area near Chester, Pa., on the Chesapeake Division, Head Brakeman J.L. Bonsall thought he saw a man struggling in the muddy water.

He alerted Engineer J.H. Roberts, who radioed back to the caboose, 75 car lengths behind:

"Seems to be a man in the swamp — keep a lookout."

When the caboose came abreast of the area, Conductor E.F. McDaniel radioed ahead:

"Stop the train. I hear somebody but I can't see him."

Brakeman Michael J. Fedorkowicz, who is familiar with the area, living not far away, got off the caboose and waded into cold, mucky water, chest-deep.

He found an elderly man who was struggling to keep his head above water. The brakeman grabbed him around the chest and hauled him to solid ground.

A police car was summoned, and the man was taken away for medical examination.

Later in the day, the police phoned the home of Brakeman Fedorkowicz to make sure he had suffered no ill effects.

"It was very thoughtful of the police to ask," he said.

"I suppose," he added with a grin, "the next time a policeman has occasion to talk to me, it'll be because he's giving me a ticket."



Mr. Moore gives special award to the top achiever in the Station Department competition, J.J. Bruni, shown with his wife.

Senator Hartke calls for quick aid in railroad crisis

The Northeastern railroad emergency was urgently set forth in a letter sent to all U.S. Senators on June 8 by Senator Vance Hartke, of Indiana, chairman of the Subcommittee on Surface Transportation

Senator Hartke took that step as Penn Central was moving toward a crucial deadline on July 2. The Federal Court had set that date for a hearing at which the Trustees were to present either (a) a feasible plan for reorganization or (b) proposals for liquidation or other disposition of Penn Central.

Senator Hartke's letter stated that even without a court-ordered liquidation, Penn Central and several other Northeastern railroads might be forced to halt their operations because of lack of cash.

"If that were to happen — which it could on very short notice — this country would face an emergency of appalling human consequence," he wrote.

Facing the potential crisis

There are six major Northeastern railroads now in bankruptcy, the Senator pointed out, and "some are now rapidly approaching the point of total collapse."

"Consider the plight of the Penn Central," he said.

"Its 20,000 miles of line directly serve 16 states and their more than 100 million people. Although on an average day the Penn Central moves about 770,000 tons making up 14,200 carloads of freight, its actual role in the nation's rail transportation system far surpasses what even these figures would imply.

"For without the Penn Central and the other roads of the region, the roads of the South, Midwest and West, as well as the solvent rail carriers in the East, would be severely handicapped in their operations.

"The Penn Central Trustees advise me that they are rapidly approaching a cash crisis. The first critical date is in July.

"As things now stand, by the end of August the Penn Central will have a cash deficit of \$10 million, and this massive railroad will be squarely facing a shutdown.

"I repeat: The Penn Central could be shut down completely this summer, unless action is taken.

"Since the Trustees have repeatedly stressed that without some appropriate form of government assistance they cannot, on their own, achieve reorganization of the Penn Central, a failure of the government to act — and to act *this month* — leaves the Trustees with no real option other than to submit a liquidation plan.

"Critical though the plight of the Penn Central is, it is not the only railroad that is in dire jeopardy of closing down.

"The Lehigh Valley Trustees have already proposed liquidation of that road, which is an important connecting carrier.

"The Reading, whose service is vital to such roads as the C&O/B&O and the Norfolk & Western, totters on the very brink.

"So, too, does the Central of New Jersey, whose lines provide a crucial link to the Port of New York and to points in Northern New Jersey.

"I cite only a few cases, for the rail system in the Northeast is but a giant house of cards. And if it collapses it will inflict economic havoc throughout the United States."

It is a national problem

"Half the nation's population lives in the 17 states directly served by the financially endan-

gered railroads of the Northeast," Senator Hartke continued.

"For these millions of Americans, sustained rail transportation is absolutely essential, not just for jobs and economic health, but life itself. For food and fuel and electricity, rail service is indispensable.

"Without the railroads, this entire region would be brought to its knees. Companies by the hundreds might be compelled to shut down, millions could be thrown out of work, the great industries of the region could grind to a halt, and human suffering would be widespread.

"Disaster — sheer, unmitigated disaster — is the only way to describe what would happen if the Penn Central and other roads of the Northeast were to be forced to close down. And yet this is exactly what could happen — and happen soon.

"The chaos that would afflict the Northeast would bring swift economic and personal hardship to the rest of the country as well. To the farmers of the West and South, the lumbermen of the Northwest, small and large companies in all the states, the hundred million people in the 17 states are the primary market for their goods and services. Destroy the Northeastern economy and the disaster would spread quickly, like a great economic tidal wave engulfing the entire country."

What must be done now

"The most urgent problem confronted by the financially tottering railroads of the Northeast is the problem of enough cash to continue in operation in the months immediately ahead.

"Emergency first-aid must be provided without delay. Means exist to do so — but they require expedited action. Let me outline several steps.

"First, the Senate Commerce Committee has ordered reported legislation authorizing the Interstate Commerce Commission to direct one carrier to operate over the lines of another carrier that is unable to transport traffic tendered to it.

"Second, under the so-called Hurricane Agnes legislation, the Penn Central is eligible to obtain a loan of some \$17 million. The necessary funding is yet to be provided and accordingly I have asked the Appropriations Committee to complete action in this respect on an expedited basis. If this is done and if the Department of Transportation acts quickly, the Penn Central will receive net cash of about \$13 million.

"Third, the Emergency Rail Services Act of 1970 could be used to make loans of up to \$18 million to the Penn Central and other roads in the Northeast to allow them to maintain essential rail services. To make this practical, however, it may be necessary to amend the law so as to allow the Secretary of Transportation to accept subordinated status for any additional funding. My Subcommittee is now exploring this issue and, if such action is required, I will offer a bill accordingly and move for its early consideration. This will provide the Penn Central and the other roads, as needed, with some additional cash.

"Fourth, in accordance with the Amtrak legislation, the Secretary of Transportation is authorized to make a loan to the Penn Central to assist it in meeting its remaining commitments to Amtrak. I am of the view that such a loan may be appropriate. This would improve the cash picture of the Penn Central by \$17.5 million because its projections assured a payment of that amount to Amtrak.

"Fifth, the Penn Central Trustees believe that they are entitled to additional payments from Amtrak for the use of their lines, particularly those in the Northeast Corridor. This matter is



now before the Interstate Commerce Commission, but I have written to the Chairman urging that this issue be resolved this month. Depending on the outcome, this could result in additional cash income for Penn Central of perhaps \$10 million or more.

(Editor's Note: To give an idea of Penn Central's cash requirements, the payroll costs alone average \$107 million per month.)

"These five steps will help deal with the immediate crisis. They will call for prompt Congressional and Executive action, however, and I want to put everyone on notice now that the time is grave and that we must act — and act fast — if a calamity is yet to be averted.

"Beyond the emergency measures, it will also be essential to take steps that will stop the rate at which the estates of the Penn Central and perhaps certain of the other roads are being eroded through the accumulation of post-bankruptcy claims. This is of great concern to Judge Fullam, who presides over the Penn Central proceeding.

"Since the date on which the bankruptcy petition was filed, more than \$300 million in new claims have been generated by the Penn Central, involving \$175 million in unpaid taxes to state and local communities as well as other items which are regarded as having priority over some pre-bankruptcy interests.

"Various possible approaches to meet the immediate financial crisis are being considered by the Subcommittee, and a decision will be made as to what course of action to recommend."

Long-term action is needed

"The emergency measures I have outlined are obviously of an interim character only. They will not lead to the sort of revitalized and reorganized railroad system that the Northeast and the country must have.

"As our population expands and as the economy grows, the railroads will be playing an increasingly important role.

"By the end of this century our population could approach 300 million and the economy could be three times its present size. Given the strain that already is evident on our highways and at many major airports — given also the imperative demands of energy and environmental enhancement — we will have to turn more and more to the railroads to meet our needs.

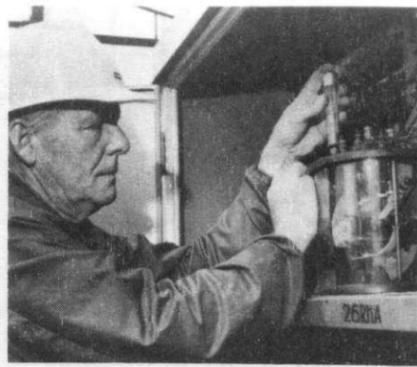
"It is in this larger context that the search for a long-term solution to the rail problem of the Northeast Region must be aggressively pursued.

"The Surface Transportation Subcommittee is actively engaged in this undertaking. In our current hearings we are listening to the views of all those involved, and I can assure you that we need to come forward with a detailed and carefully-considered plan of action.

"Action is indeed required — fast action to meet the acute problem with which we are immediately faced; creative and longer-term action to give the Northeast, and the country as a whole, a modern, coordinated rail transportation system that effectively meets the growing needs of the United States."



Car Inspector: D.M. Benadum checks car journals at Buckeye Yard, Columbus, Ohio.



Signal Maintainer: S.C. Sunday changes wiring in a control box at Harrisburg, Pa.



Patrolman: Victor Boro provides security and passenger aid at Grand Central, N.Y.



Agent-Operator: Opal Butler deals with commuter service at South Norwalk, Conn.



Pipefitter: William S. DePuy renews the water pump on a diesel at Toledo, Ohio.



Passenger Trainman: Murray F. Gutzler collects tickets on the New Jersey Division.



Electrician: Jess W. Stiffler gets set to work on a diesel engine at Cresson, Pa.



Crane Operator: R.E. Brown handles rails in track renewal work in New York area.

Car Repairman: Clair W. Yingling upgrades a car at Samuel Rea Shop, Hollidaysburg.



In difficult times... PC PEOPLE ...doing their jobs

Worried? Uncertain of the future? Wondering about the fate of their railroad?

Of course they are.

Everybody at Penn Central is closely watching the orders of the Bankruptcy Court, and the debate in Congress over ways to solve the problems of Penn Central and the other bankrupt railroads of the Northeast.

But these troubled times aren't keeping Penn Central people from doing their jobs.

And doing them well.

The quality of their performance is shown in many ways.

Many shippers have commented on the intensified effort to provide the service they require. Complaints are far fewer than two years ago.

PC people ran 38,708 more freight trains in 1972 than in 1970 — and at the same time, train accidents decreased 66 percent.

Employee safety improved in 1972 — a 5.5 percent drop in the injury rate, compared with the previous year.

Car handling statistics indicate increased efficiency. Penn Central was able to move 165,325 more

carloads in 1972 than in 1971, with approximately the same number of freight cars.

In a recent message to employees, President William H. More said:

"I want to express my appreciation for your continued loyalty and your dedicated efforts to keep our service up to the highest standards possible in these difficult times."

Penn Central People serve a territory containing half of America's population — 55 per cent of America's manufacturing plants — 60 per cent of America's manufacturing employees.

Almost 20 percent of all freight cars loaded in America pass over Penn Central tracks.

Every 24 hours, Penn Central people transport some 290,000 passengers and three-quarters of a million tons of freight.

It's an enormous responsibility. Penn Central people are measuring up to it.

The photos on this page, taken around the PC System, are a sampling of the many people and the many crafts involved in providing America's most important transportation service.



Brakeman: Harold S. Holmes switches cars for PC customers at Nitro, West Virginia.



Clerk-Stenographer: Mrs. Crisceda Hinton works for Purchases & Materials, Chicago.



Machinist: Lewis Walker, at Wilmington, Del., finishes bolt for GG-1 locomotive.



Locomotive Engineer: Chester A. Martin keeps freight moving at Ashby, Indiana.

Lineman: Robert C. Lake renews insulator on overhead power line at Baltimore, Md.



Car Control Clerk: Helen Fee at Detroit queries computer about a car's location.

Trackman: Willie Joe Ivery drives spikes, installing rails on the Mohawk-Hudson Div.



Analyst: Charles Boyer makes test run on computer at the System Data Center, Phila.

Coach Cleaner: John C. Miller helps assure comfort for passengers at Paoli, Pa.



WHAT IS THE SECRET OF ALLEGHENY

Penn Central painter M.F. Ingold enjoyed making that sign.

Nicest assignment he'd had all year, he said.

Carpenter L.V. Heberling and Foreman W.C. Hesel mounted it above the entrance to the Allegheny Division headquarters at Altoona, Pa.

They attached it with hefty expansion bolts. They didn't want this sign coming loose.

It said:



This means the lowest rate of employee injuries among all of Penn Central's 19 operating divisions.

What's especially noteworthy about this is that Allegheny won the same distinction in 1968 and 1969.

And in the following two years, while they didn't win, they came mighty close: 4th place in 1970, and 2nd place in 1971.

It's a remarkably consistent record.

What's the secret?

Allegheny Division people offer a variety of possible explanations.

Says George D. Labriola, car repairman:

"Maybe it's because of the tradition we have — watching out not only for your own safety but also for the safety of the man working next to you."

William D. Calvert, shipping and receiving clerk, suggests:

"Our emphasis on protective equipment is a big factor. For ex-



Carpenter Frank J. Pleva makes sure his drill is grounded by using a 3-prong outlet. If none is available he'll use an adaptor plug. "Why get shocked?" says Mr. Pleva.

No accidental slips when Paul E. Shawler spreads absorbent compound to soak up the oil at the Hollidaysburg (Pa.) shop.



Samuel Oshell and America Merlin remove a spike that was hammered deep into the tie. Track broom is used to catch spike head if it should fly off. People have been hurt by failing to use this simple device.

ample, as soon as hard hats became available, back in 1949, our Division got them, and they've been standard all over the Division ever since."

"Goggles, too," adds I. John Magnus, car repairman. "In any job where eye injury is a possibility, you won't catch us without our goggles."

G. Earl Williamson, Division superintendent, has an additional explanation:

"Pride.

"You know, I came into this Division only recently—in July, 1972. One thing I noticed as soon as I arrived here was a general feeling of pride.

"I mean pride in doing a job, and

doing it expertly. Which means doing it safely.

"This kind of spirit — it must be something that goes back a long way in this territory."

Raymond J. Eckenrode, yard conductor, says that after 32 years of working around railroad tracks, he has never lost a healthy respect for them.

"I mean, I don't go on those tracks or cross them unless I have to in order to do my job," he says.

Kenneth W. Ketenheim, car inspector, puts emphasis on the blue flag that should be posted on the rail whenever work is being done on a car.

"But the blue flag by itself isn't enough," he points out.

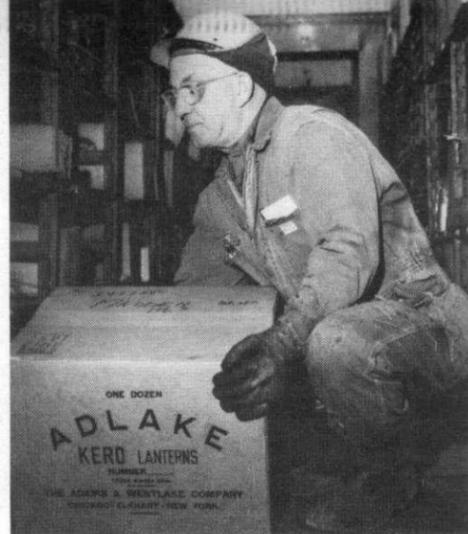
"You should also set the switch and lock it, to divert any car movement away from the track where you're working. Or else, set a derail in place.

"It's the only way you'll be sure you're safe."

Of course, some Allegheny Division men have been hurt, even badly hurt, over the years. Francis J. Liuti, bridge-and-building mason, remembers the time he was working high on a ladder in a high wind. The ladder was braced, but not enough. The wind blew it down.

"I had 13 months' lost time on account of that," he says.

"But one thing — we learn from experience. I think everybody got more careful about ladders after my



Here's how William D. Calvert, shipping and receiving clerk, lifts a heavy box: Knees bent, back straight, let the legs do the lifting. People have got life-long backaches by ignoring this simple precaution.

accident."

Ralph M. Isenberg, maintenance-of-way repairman, tells about an accident he witnessed in a machine shop before he joined the railroad.

"A fellow I knew was using a planer," he recalls. "He took his eyes off the machine for a moment — and lost his hand.

"I'll never forget it.

"I learned that you simply don't let your eyes wander away from what you're doing — it takes less than a second to get hurt."



Safety goggles were invented decades ago, but some still fail to wear them, still get eye injuries. Not I.J. Magnus, car repairman. He keeps his clean and in position. (He has 33 years' service without injury.)

Child on the tracks!

It was a breezy spring day and Freight Train TI-1 was heading west toward Indianapolis with 75 loads and 85 empties.

At the throttle was Engineer J.H. Sedan of the Southwest Division. Beside him rode Head Brakeman Horace F. Ford. In the caboose was Conductor H.O. Giles.

The train at this point was going about 27 miles per hour.

Suddenly, up ahead —
Child on the tracks!

Engineer Sedan instantly applied the brakes in emergency. At the

same moment, Brakeman Ford rushed out along the catwalk, down to the stairwell, around to the front of the locomotive, and bent as close to the rails as possible.

As the train, with brakes screeching, slid up to a terrified little girl, he reached out and shoved her to the left toward Track 2.

Moving east on Track 2 was another freight, CB-8, but Engineer R.R. Edwards was able to brake to a stop before reaching the child.

While the crewmen clambered off, Engineer Sedan radioed the nearest block tower.

A few miles away, Track Patrolman Ron Bueser, making a routine check of track, overheard the report on his portable radio. He ran up to nearby Highway 67 and flagged down a State Police car.

When the police reached the scene, Brakeman Ford and Engineer Edwards carefully lifted the child and passed her between freight cars. The police rushed her to St. John's Hospital in Anderson, Ind.

The child — Carrie Lynn Bledsoe, 2 years old — had severe injuries. Her

condition was first listed as critical. But she was soon reported out of danger.

In the days following, Brakeman Ford received several letters.

James E. Martin, general manager of PC's Southern Region, wrote:

"It is indeed gratifying to know that as an employee of the Railroad, you unselfishly risked your life in order to save the life of a youngster.

"You stand tall among your friends and your Railroad colleagues. The Management of the Railroad is proud of your actions."

J. Bruce Addington, PC vice president-operation, wrote:

"I want to express my sincere appreciation for the quick action on your part which spared the life of this child, while exposing yourself to considerable personal risk."

President William H. Moore also commended Brakeman Ford for saving Carrie Lynn.

"Naturally you regret that she was injured," Mr. Moore wrote, "but what you did saved her life.

"Your concern for her and your selfless act are admirable."



Brakeman Horace F. Ford

THEY CALL IT DAISY DAY

Florence Pope did the organizing. It was one of the most worthy causes, she said, and why shouldn't Penn Central girls be represented?

Miss Pope, secretary in Transportation Research, began talking with young women at Penn Central headquarters.

"The Children's Hospital of



A General Electric employee contributes to Dianne Donahue, clerk-stenographer in Maintenance of Equipment, Eastern Reg.

Philadelphia runs this drive every year, to raise money for the care of needy patients," she explained.

"You go out on the center-city streets with a coin canister, and you give one of these cloth daisies to whoever contributes.

"You'll have to do it on your lunch hours, but a cause like this is worth missing a few lunches."

The Children's Hospital, though located in Philadelphia, receives patients from many areas where the specialized surgery and other kinds of treatment needed by infants and children may not be available. The hospital is also doing basic research in leukemia, hemophilia, cystic fibrosis and other diseases that afflict the young.

"The good work of this hospital has led Mamie Eisenhower, Bob Hope and Jack Lemmon to serve as honorary chairmen on Daisy Days in previous years," Miss Pope said.

"This year's honorary chairman is Princess Grace of Monaco."

Miss Pope, with the help of Margaret E. O'Hara, of Labor Relations & Personnel, enlisted 39 volunteers among System and Eastern Region offices.

The following were the fund-raising, daisy-distributing, lunch-skipping young women (some of whom



In a campus setting, June Sylvester and Diane Tierney, secretaries in the Accounting Department, find a gentleman willing to give up his cash for a pair of decorative daisies.

are shown on the front cover):

Maureen Amburg, Jean Basilio, Nancy Basilio, Helen Breese, Maryann Cino, Carol Condon, Mary Daggett, Carshon Dawson, Diane DiSalvatore, Diane Donohue, Maria Devitis, Maria Dowd, Dolores Duffy.

Carol Evans, Theresa Fenton, Patricia Frank, Sandy Friel, Virginia Gallo, Eileen Gegeckas, Debbie Girard, Sandy Grande, Sandy Harris, Mary Joos, Terry Lallo, Zelma Myers, Kathleen Monaco.

Georgeann Paylor, Shirley Pelierito, Donna Petrone, Janet Petrone, Lorraine Petrone, Carolyn Petteway, Gay Pilla, Mitzi Rapagna, Nancy Salomone, Midgie Scaramuzza, Emma Smith, June Sylvester, and Diane Tierney.



Passerby contributes to two Daisy Girls: Eileen Gegeckas, secretary in General Manager's Office, Eastern Reg.; and Mary Daggett, stenographer, Labor Relations.

A ship stops trains

Cutting east to west across the Delmarva Peninsula is the Chesapeake and Delaware Canal, a busy route for freight vessels.

Crossing above this canal, from north to south, is a railroad bridge operated by Penn Central.

The bridge has a central lift span which is normally in raised position to let ships go through the canal. When a train approaches, the PC bridge operator calls the Army Engineers' station; and if no ship is known to be coming, he is given permission to lower the span so as to align the railroad tracks.

On a foggy morning — February 2, 1973 — he received such permission, and the train went across. A minute later, before there was time to raise the span, a large ship, unannounced, rammed into it.

The damage put the bridge out of commission, blocking movement of PC trains to and from the Delmarva Peninsula. Some 350 cus-

tomers ship or receive fertilizer, building supplies, poultry feed (Delmarva produces more than 300 million chickens a year), food products, grain, office furniture, plastic and rubber products, coal, fuel oil, pulpwood, lime, road materials, cans, chemicals, nylon fiber, baby products.

The U.S. Coast Guard sent a wire to Penn Central ordering an immediate start on repairing the bridge.

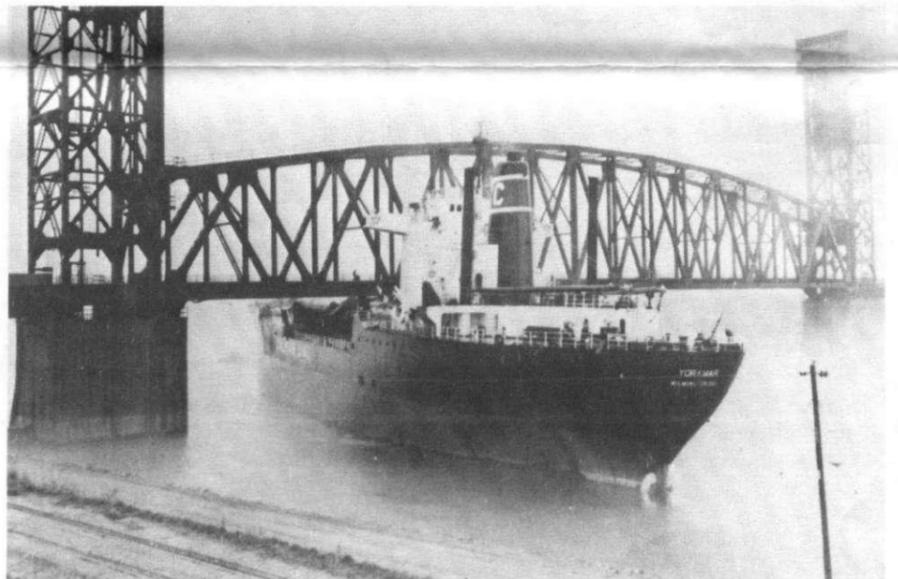
Penn Central replied that it was in no way responsible for the accident that damaged the bridge, and did not have the funds to repair it.

"However," the Company stated, "we have been and are most willing to cooperate with the U.S. Army Corps of Engineers or anyone else to explore ways in which repairs can be made and rail service restored as promptly, efficiently and economically as possible."

Subsequently, the Federal Office of Emergency Preparedness announced that the Army Engineers would handle the job with Federal funds.

A Tri-State Delmarva Emergency Board was set up by Governors Sherman W. Tribbitt, of Delaware; Marvin Mandel, of Maryland; and Linwood Holton, of Virginia. The board, headed by Clifton Morris, took steps to meet emergency transportation needs and expedite restoration of the bridge.

In the meantime, Penn Central had already started emergency service by a roundabout route for



On February 2, ship rammed into rail bridge across Chesapeake & Delaware Canal.

customers on the Delmarva peninsula, which includes parts of Delaware, Maryland and Virginia.

Run-through trains were routed from Edge Moor, Del., to Potomac Yard, near Washington, D.C. From there the trains were moved by the Richmond, Fredericksburg and Potomac Railroad to the Seaboard Coast Line at Richmond, Va. The SCL took the trains to Portsmouth, Va. The Norfolk and Portsmouth Belt Line then delivered the trains to Penn Central's Little Creek Yard, near Norfolk. PC's carfloat barge took the cars across the Chesapeake Bay to Cape Charles, Va., for delivery in local freight service.

On April 21, repairs had advanced far enough to permit Penn Central to resume partial service over the bridge.

Operating the first train were Engineer J.C. Morris, Conductor P.L. Baker, and Trainmen R.A. Norton and F.J. Hughto.

The Railroad now has use of the bridge at night, from 7 P.M. to 7 A.M. During the daylight hours, construction crews continue work to restore the lift mechanism and permit full resumption of canal traffic.

As the first PC train crossed the bridge, following partial repairs, Delaware Governor Sherman W. Tribbitt was interviewed by Col. C.D. Strider of Army Engineers.



Accident cut the PC line at a vital spot.



New Cars For Commuters

They're called the "Cosmopolitans," these gleaming new cars that went into service recently on the New Haven commuter lines.

A train of six of these stainless steel cars made an inaugural run from Stamford, Conn., to Grand Central Station, New York, with government officials aboard.

By the end of the year, the remainder of a 144-car order is expected to be completed at the General Electric plant in Erie, Pa.

The cars, which cost about \$400,000 each, are being purchased by the Connecticut Department of Transportation and the New York Metropolitan Transportation Authority.

The new equipment is part of a \$100 million modernization program being carried out by the two States with Federal assistance. The program includes construction of high-level station platforms, new shop and maintenance facilities at New Haven, track and roadbed improvements, and complete overhaul of the electric-power and signal



Connecticut Governor Thomas J. Meskill hails the debut of the new commuter cars.

systems.

The New Haven Line "is finally joining the 20th Century," said New York Governor Nelson A. Rockefeller.

"Our goal is to provide commuters with the most reliable and efficient service possible," said Connecticut Governor Thomas J. Meskill.

The new cars are able to go 100



The new Cosmopolitan cars feature thick carpeting, contour seats, stainless steel trim.

miles an hour. Each car can accommodate 118 passengers in contoured seats, arranged in rows of two and three. Two doors on each side of the car speed movement of passengers on and off. Carpeting, tiles, ceiling lining, double-pane windows and car-shell insulation help provide a quiet ride.

Penn Central and General Electric cooperated in setting up a school at New Haven to train the PC people who will operate and maintain the

new cars. Staffed by GE technicians, the course includes both classroom instruction and practice with working mock-ups of the actual equipment. The students are given a thorough grounding in all the intricate systems — propulsion, control, braking, heating, air conditioning.

Through this sophisticated training program, the employees can acquire preventive and corrective maintenance skills that will assure maximum efficiency for the cars.



Governor Nelson A. Rockefeller of New York (center) and William J. Ronan, chairman of the Metropolitan Transportation Authority, greet PC Conductor Howard K. Ranftle as the first train of new cars completes run from Stamford, Conn., to New York City.

In the Storm

Penn Central switchmen were commended by R.A. Ballentine, vice president of Northeastern Industrial Park, Inc., at Guilderland Center, N.Y.

"When individuals perform their duties in an exceptional manner under extreme circumstances, we feel that it should be brought to the attention of the proper authorities," Mr. Ballentine wrote.

"The performance of your switching crew during a heavy storm was what should be described as above and beyond the call of duty," he stated.

"We wish you to know that we extremely appreciate the dedication of these men to their assigned tasks, and wish to congratulate you for having such a fine group of employees."

The switching crew consisted of Conductor Jack J. Turnbull, Locomotive Engineer Ray W. Hicks, Fire-

man Bernard Burnett and Brakeman Frank E. Davis.

NBC News

He was a college freshman, excited about coming home for the holidays, and he forgot his suitcase on The Colonial.

His father, Richard C. Wald, executive vice president of NBC News, got on the phone.

"I was helped enormously," he wrote later, "by Paul A. Ratliff (clerk at Washington Union Station) and George L. Getz (clerk at Penn Station, New York.)"

"They seemed to me to have offered about as much help as they could to a bewildered parent whose son has lost all of his laundry and his text books."

The suitcase was recovered. Wrote Mr. Wald: "I don't know whether tales of small triumph help a railroad, but I did want to tell someone."

Recent Appointments

SYSTEM OFFICES

Finance & Accounting

Connor, C.T. Supervisor-Cash Flow, Phila.

Sales & Marketing

Clifford, L.J. Manager-Intermodal Services, Phila.
Jezuit, W.R. Asst. Manager-Trail Van Sales, Chicago
Leedy, W.W. Asst. Manager-Pricing, Phila.
Lenahan, M.T. Asst. Director-Mail & Contractual Services, Phila.
Rowland, I.D. Manager-Car Control, Phila.

Transportation

Bossler, L.J. Director-Freight Car Utilization, Phila.

Engineering

Bishop, J.W. Asst. Engineer-C&S, Phila.
Joscelyn, E.J. Senior Systems Analyst, Phila.

Yards & Terminals

DeGrandchamp, R.J. Supervisor-Automobile Terminal, Detroit, Mich.
Kroski, C.J. Supervisor-Automobile Terminal, Baltimore, Md.
Maulding, W.D. Supervisor-Automobile Terminal, Linden & Port Newark, N.J.
Moore, T.R. Supervisor-Automobile Terminal, Hagerstown, Md.
Van Horn, W.H. Supervisor-Automobile Terminal, Earnest, Pa.
Young, R.D. Supervisor-Automobile Terminal, Metuchen, N.J.

Operating Administration

Cuvillo, N.P. Claim Account Representative, Buffalo, N.Y.
Strandquist, S.H. Safety Superintendent, Phila.

Philadelphia Commuter Area

DeBernadinis, M. Station Master (30th St.)
Schiaretti, M.A. General Supervisor-Materials
Wilt, D.M. General Supervisor-Materials

METROPOLITAN REGION

Kostrubal, J.F. Supervisor-Budgets & Statistics, New York
Light, L.E. Regional Engineer-C&S-Electric Traction, New York
Murray, D.J. Asst. Supervisor of Bridges & Buildings, New York (125th St.)
Straw, R.L. Regional Engineer-Project Planning, New York

NORTHEASTERN REGION

Sudol, W.P. General Foreman-Locomotive, New Haven, Ct.

Buffalo Division

Tulip, G.L. General Foreman, Susp. Bridge, Buffalo, N.Y.
Wood, J.C. Terminal Trainmaster, E. Buffalo, N.Y.

Mohawk-Hudson Division

Cercone, A.L. General Foreman-Car (Night), Selkirk, N.Y.

New England Division

Bryce, W.D. Supervisor-Communications & Signals, Boston

EASTERN REGION

Chesapeake Division

Cira, J.L. Trainmaster, Baltimore, Md.
Dougherty, J.R. Terminal Trainmaster, Baltimore, Md.
Gula, S.J. Terminal Superintendent, Baltimore, Md.
Howe, R.R. Asst. Supervisor-Communication & Signals, Wilmington, Del.
Jonas, R. Trainmaster, Baltimore, Md.
Killen, C.P. Asst. Supervisor-Track, Chester, Pa.

Harrisburg Division

Buono, T.G. Asst. Trainmaster, Harrisburg, Pa.
Clark, G. Asst. General Foreman-Car, Enola, Pa.
Eppley, J.E. Trainmaster, Harrisburg, Pa.
Greene, R.E. Road Foreman, Harrisburg, Pa.
Kennedy, W.L. Asst. General Foreman-Car, Enola, Pa.
King, R.A. Asst. Trainmaster (Night), Harrisburg, Pa.
Meagher, R.L. Terminal Trainmaster, Enola, Pa.

New Jersey Division

Hale, N.A. Asst. General Foreman-Locomotive, Sunnyside, N.Y.

CENTRAL REGION

Pittsburgh Division

Boggs, J. Asst. Supervisor-Communications & Signals, Steubenville, Ohio

Valley Division

Bender, J.F. Asst. Supervisor-Track, Niles, Ohio
Meyer, C.F. General Foreman, Canton, Ohio

Sawyer, M.E. General Foreman, Lordstown, Ohio
Shellenberger, P.S. Asst. General Foreman, Ashtabula, Ohio

NORTHERN REGION

Detroit Division

Burgess, P.A. General Foreman (Night), Detroit, Mich.
Osborn, E.A. Road Foreman, Detroit, Mich.
Rhoads, G.G. Agent, Warren, Mich.

WESTERN REGION

Chicago Division

Gernon, R.J. Trainmaster, Chicago (59th St.)
Leppert, M.E. Trainmaster, Colehour Yd., Ill.
Smith, W.M. Trainmaster, Burns Harbor, Ind.
Sullivan, R.T. Trainmaster, Chicago (55th St.)

SOUTHERN REGION

Cincinnati Division

Lucas, C.A. Terminal Trainmaster, Cincinnati, Ohio
Mangus, J.R. Trainmaster, Cincinnati (Riverside Yd.)

Columbus Division

Jones, R.C. Terminal Trainmaster, Columbus, Ohio

Southwest Division

Kaelbli, R.A. Trainmaster, S. Anderson, Ind.
Whittington, R.P. Terminal Trainmaster, Indianapolis (Big Four Yd.)

The smart savers — now's the time to join them

He started saving in 1941. "The country was getting into this big defense program and it needed money, so this Savings Bond program was started, and I signed up right away," says Herwood B. Jackson.

"Smartest thing I ever did."

For 31 years, he regularly bought Bonds.

"There were times when I had to cash some in," says Mr. Jackson, a Penn Central building cleaner who recently retired (photo right). "But I held on to as many as I could."

"And all this time, the interest piled up. You know, the government has kept extending the interest past the time when the Bonds mature. So even the Bonds I bought way back in '41 have kept drawing interest."

Now in retirement, Herwood Jackson has the pleasure of using his savings to add on to his pension.

He sends this message to railroaders he knew and worked with:

"Sign up for the Payroll Savings Plan. It'll be the smartest thing you ever did."

A program now going on makes it easy to get in on the Bond program — or, if you already are a member, to increase the amount you're saving. Application forms are being distributed with the employees' paychecks. The form below may also be used.

All you need do is fill it out and turn it in with your time card, or give it to the person who handles the payroll at your location.

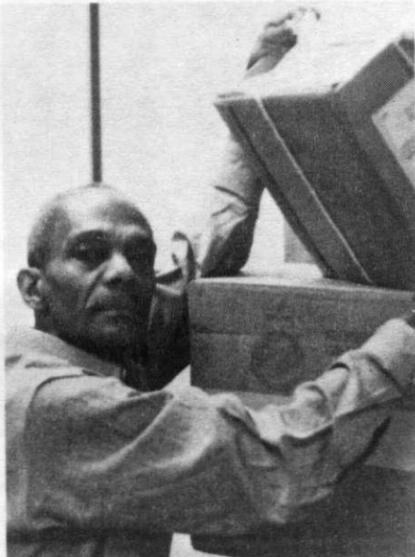
As soon as your payroll deductions reach the cost of a Bond, the money is sent to the Federal Reserve Bank, which mails the Bond to your home.

Here are some of the features of E Bonds, the kind you buy through payroll deductions:

You can cash in a Bond two months after you buy it and any time thereafter.

Bonds will be replaced if lost, stolen or destroyed.

Interest is 5½% on Bonds held to maturity—5 years and 10 months. (The interest is 4.01% the first year, and keeps going up, making a total of 5½% for the entire period from purchase date to maturity.)



H.B. Jackson bought Bonds for 31 years.

No State or local tax is paid on the interest; and the Federal income tax on the interest can be postponed till the Bonds are cashed in.

E Bonds can be converted into H Bonds, which give you an interest check every 6 months—an ideal arrangement for retirement income.

On this page, some typical PC employees tell why they buy Bonds through the Payroll Savings Plan.



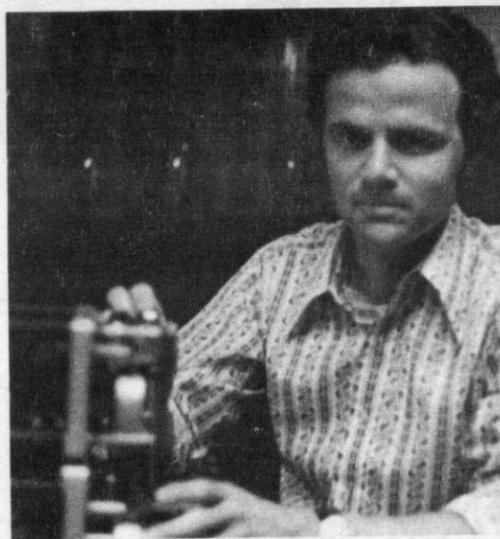
Maintenance Man Jim E. Nolan: "If the money is taken out of your paycheck, you're sure you're going to save it. With six children, I know the savings will come in handy."



Production Control Clerk Barbara Swider: "It's a sound investment for the future. And Uncle Sam can use the money to keep up our national defense."



Communications and Signal Maintainer Joseph F. Glessner: "With four children, I figured that steady savings was a smart thing. I was glad to sign up for the Payroll Savings Plan."



Electrician Earl L. Clark, Electric Traction Department: "Having the money taken out of your paycheck is a painless way to save. If you don't see it, you don't miss it."



Passenger Conductor Benton J. Shankweiler: "Where can you find a better place to invest your money than with your own government?"



Track Foreman Milford Moore: "I've been buying Bonds for nine years. I'll use this money toward sending my children through college."



Key punch Operator Estelle Hankins: "It's almost impossible for me to save any other way. If the money is taken out of my pay, I find I don't miss it too much. Then I'm surprised at how much I've accumulated."



Locomotive Engineer Norman R. Abrams: "The Bonds I'm buying will help put my boys through college, and give me additional income when I retire."



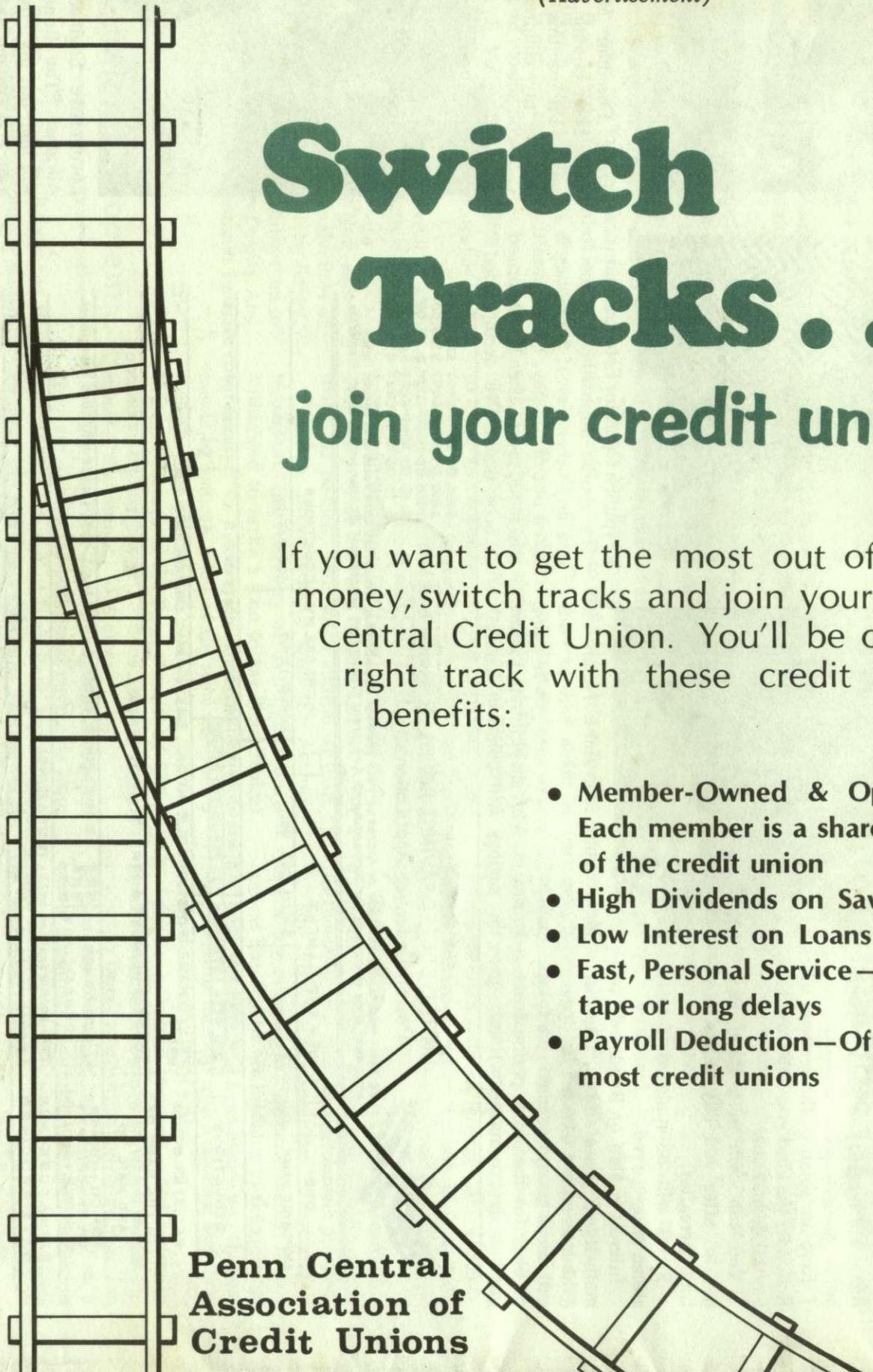
UNITED STATES SAVINGS BONDS SERIES E Payroll Deduction Application

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

To start payroll deductions or increase your present deductions, complete this form and return with your next time document for forwarding to Assistant Controller, Personnel Accounting & Emp. Benefits.

<input checked="" type="checkbox"/> CHECK ONE	<input type="checkbox"/> NEW ENROLLMENT	<input type="checkbox"/> INCREASE MY DEDUCTIONS
EMPLOYEE NAME	SOCIAL SEC. NO.	EMPLOYEE NO. OCCUPATION
DEDUCTIONS	IF WEEKLY PAYROLL 2ND WEEK 4TH WEEK	IF BI-WEEKLY PAYROLL 1ST PERIOD 2ND PERIOD
	EFFECTIVE MONTH OF	BOND MATURITY VALUE
		\$
REGISTER BONDS	NAME (FIRST, MIDDLE INITIAL, LAST) - NAME ONLY ONE INDIVIDUAL	
IN THE NAME OF	MR. MRS. MISS	
AND MAIL TO	ADDRESS (NUMBER & STREET, CITY, STATE)	
	ZIP CODE	
FOR CO-OWNER OR BENEFICIARY (check ONE - not both)	<input type="checkbox"/> CO-OWNER	MR. MRS. MISS
	<input type="checkbox"/> BENEFICIARY	NAME (FIRST, MIDDLE INITIAL, LAST) - NAME ONLY ONE INDIVIDUAL
SIGNATURE AND DATE REQUIRED	This authorization will continue in effect until I advise you to change it (SIGNATURE)	DATE

(Advertisement)



Switch Tracks . . . join your credit union

If you want to get the most out of your money, switch tracks and join your Penn Central Credit Union. You'll be on the right track with these credit union benefits:

- Member-Owned & Operated
Each member is a shareholder of the credit union
- High Dividends on Savings
- Low Interest on Loans
- Fast, Personal Service—No red tape or long delays
- Payroll Deduction—Offered at most credit unions

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