

PENN CENTRAL



POST[®]

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

SEPTEMBER 1970

**PENN CENTRAL TRUSTEES
MEET THE PRESS**



"To get the Penn Central back into effective operation"

To Penn Central Employees:

In coming to work as your new president, I join you in a crucial assignment:

To restore this railroad to financial health, and to improve its vital transportation services.

I am confident that this can be done. I do not think it will be done easily or quickly.

Many problems will have to be overcome. The most pressing one is insufficient cash.

The railroad has a huge payroll to meet—more than \$80,000,000 every month. Materials and supplies cost \$30,000,000 a month. There are many unpaid bills, and there are hundreds of millions of dollars in outstanding loans.

We certainly have our work cut out for us.

We must work together to bring in the money to meet the payroll and other requirements. We must work together to boost efficiency, reduce operating costs and prevent waste, in order to conserve the dollars we so urgently need.

I know that these are uneasy times for you and your families. Most of you have made lifetime careers of railroading, as I have. To find your company suddenly being reorganized under the Federal Bankruptcy Act is a stunning thing.

But when one has been knocked down, the only response that makes sense is to get right up, brush off the dust, and get going again.

Every one of you can help get this railroad back on a smooth track—by your determination to do the best job possible, whatever your railroad position happens to be.

No matter where you work—in office, shop, yard or on the rails—the good performance of your tasks will contribute to good service for our customers. And that is where our money comes from.

Every one of us can improve our railroad's image by our helpfulness and courtesy in dealing with shippers and passengers.

Many of us are in a position to help prevent freight damage, expedite movement of freight cars, and reduce our per-diem payments.

Each of us can help conserve dollars by thrifty use of our materials and supplies, and prevention of any waste.

Each of us can help raise the level of our output and the quality of our transportation product.

Bluntly, the times demand a total effort on the part of all the men and women of Penn Central. Unless we make this total effort, we will not succeed in saving this railroad.

The appointment of trustees and the selection of a new president bring no new magic into the picture. This railroad must do a better job than ever before, and that is the whole story.

Fortunately, Penn Central people have better tools than ever before to work with. Your company has made many improvements, including:

- New yards, among America's finest.
- Major upgrading of older yards.
- Many new cars and locomotives.
- Modernized repair shops.
- New trackwork machinery.
- Expanded use of computers.
- Innovations in marketing.
- New transportation techniques.

If used efficiently, these and other new tools will enable us to provide a superior transportation service.

The nation needs a healthy Penn Central. This is the key transportation company in the industrial heart of America. Penn Central serves 16 states containing more than half the country's population and 55 per cent of its industry. The railroad links eight of America's ten largest cities. It offers an excellent array of routes, terminals, ports and industrial sites.

In doing your best to strengthen the railroad, you are not only building a more secure future for yourselves and your families but are also contributing to our country's strength and well-being.

As your new president, I will do all in my power to return the railroad to prosperous operation. I urge you to make the same pledge.



William H. Moore
President and
Chief Executive Officer

In a large, oak-paneled Philadelphia courtroom, crowded with attorneys and newsmen, U. S. District Judge John P. Fullam announced the appointment of four trustees to direct the reorganization of the Penn Central Transportation Company.

"In selecting men to lead this company through this reorganization," the Judge said, "the Court has been guided by the awareness that these trustees face no ordinary task, and they must, accordingly, be extraordinary men."

Named as trustees were:

George Pierce Baker, dean of the Harvard Business School.

Richard C. Bond, president of the board of trustees of John Wanamaker of Philadelphia, Inc.

Jervis Langdon, Jr., board chairman and president of the Chicago, Rock Island & Pacific Railroad.

W. Willard Wirtz, former U. S. Secretary of Labor.

"First and most urgent among the many pressing tasks facing the trustees will be to insure that the railroad is operated efficiently, with dramatic and extensive improvement in service," Judge Fullam said.

"Accordingly, it is anticipated that promptly after the ratification by the Interstate Commerce Commission of the trustees, they will in turn select a qualified individual to operate the railroad, and will see to it that he gets all of the support and resources needed to put this railroad operation on a sound and profitable basis.

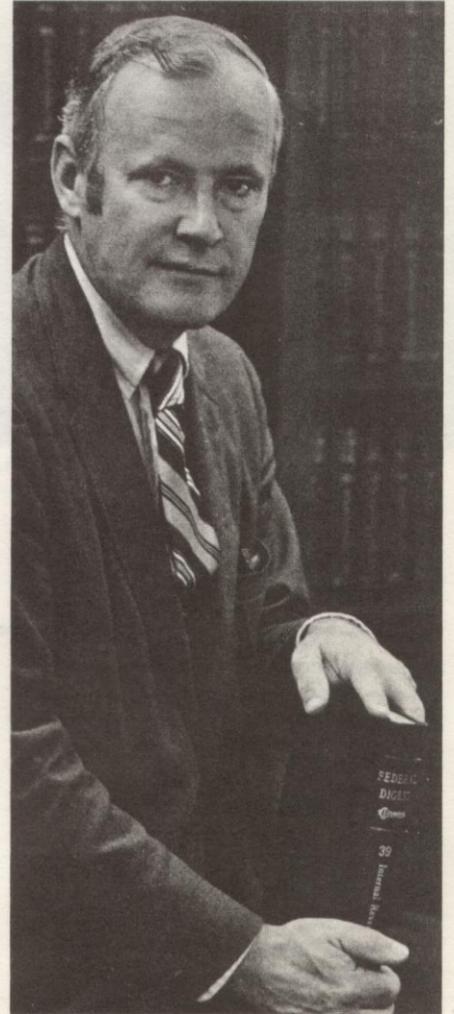
"The man responsible for this vital function should be an experienced, vigorous, and imaginative railroad man who will occupy the status of chief executive officer of the company."

On August 12, the trustees announced their selection of a new president and chief executive officer:

William H. Moore, executive vice president for operations of the Southern Railway System. With Judge Fullam's approval, Mr. Moore assumed his new position at Penn Central on September 1.



WILLIAM H. MOORE, president and chief executive officer, graduated from Virginia Military Institute in 1937 with a degree in electrical engineering. He worked for Sperry Products, then joined Southern Railway in 1941 as a student apprentice. He became supervisor of work equipment, trainmaster, division superintendent, general manager, resident vice president. He spent two years as head of the Terminal Railroad of St. Louis, became Southern's vice president, operations, and, in 1970, executive vice president, operations.



JUDGE JOHN P. FULLAM was chosen by lot among the 13 judges of the U.S. District Court, Eastern District of Pennsylvania, to oversee the reorganization of Penn Central Transportation Company. A Navy veteran of World War II, he went to Harvard Law School under the GI Bill. After two unsuccessful tries for Congress as a Democratic candidate in traditionally Republican Bucks County, Pa., he became a Common Pleas Court judge in 1960. He was appointed to the U.S. District Court by President Johnson and took office in 1966. (Wide World photo)

In announcing this appointment, the four trustees stated:

"Mr. Moore's selection is the essential first step to get the Penn Central back into effective operation.

"He is a thoroughly experienced, tough-minded, get-it-done executive. He knows how to run a railroad, and has been doing it successfully for 25 years—as trainmaster, division superintendent, general manager, vice president in charge of operations, and most recently as executive vice president for operations of the Southern Railway System.

"Mr. Moore's selection reflects the trustees' recognition that reorganizing the Penn Central and refinancing it must start with making it an efficient carrier of both passengers and freight.

"The present situation is intolerable: with hundreds of miles of 'slow order' track, congested terminals, run-down equipment, and personnel that have never really been 'merged'.

"Mr. Moore will be given full responsibility for turning this situation around, and right now. His record makes him one of the best qualified men in the business to do this.

"With Mr. Moore's selection, Penn Central is on its way again."

The trustees also announced, with Judge Fullam's approval, the appointment of an attorney to serve as their chief counsel. He is:

Robert W. Blanchette, who has had extensive experience in bankruptcy reorganization while serving

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TRUSTEES HAVE WIDE AND VARIED EXPERIENCE



GEORGE P. BAKER, transportation expert, was educated at Harvard, where he became professor of transportation, and dean of the Harvard Business School. For a time he was transportation consultant to the PRR and the New York Central. He served in governmental transportation posts, including Civil Aeronautics Board, Office of Transport and Communications Policy of the State Department, and United Nations Transport and Communications Commission. He served as president or chairman of the Transportation Association of America for fourteen years.



RICHARD C. BOND, merchandising executive and civic leader, was graduated from Swarthmore College and Harvard, then entered the department store field. For 20 years he was president of John Wanamaker of Philadelphia, Inc., is now president of the board of trustees. He has headed many civic groups including Modern Constitution for Pennsylvania, Greater Philadelphia Movement, Phila. Urban Coalition, United Fund, Philadelphia Orchestra, World Affairs Council, Chamber of Commerce, Penna.-New Jersey-Del. Committee on Regional Development.



JERVIS LANGDON, JR., has spent his entire career in railroading, after graduating from Cornell Law School in 1930. He worked for the Lehigh Valley, New York Central and C&O, became chairman of Association of Southeastern Railroads, then joined the B&O as general counsel. He was B&O's president from 1961 to 1964, then became chairman of Chicago, Rock Island and Pacific Railroad, and, since 1965, president as well. In World War II he was asst. chief of staff, India-China Wing, and chief of staff, Southwest Pacific Wing, Air Transport Command.



W. WILLARD WIRTZ has had a long career in law and government. A graduate of Harvard Law School, he became professor of law at Northwestern University. During World War II, he served as counsel to Board of Economic Warfare and War Labor Board. He was chairman of National Wage Stabilization Board in 1946. He was appointed Secretary of Labor by President Kennedy in 1962, served under President Johnson until 1969, with considerable involvement in railway labor matters. Since 1969, he has been practicing law in Washington, D.C.

as general counsel under the trustees of the New Haven Railroad from 1963 to 1968.

Paul A. Gorman, who became PC's president on December 1, 1969, and board chairman on June 8, 1970, resigned on August 11.

Judge Fullam told the courtroom gathering that the only reason Mr. Gorman was not considered for appointment as a trustee was that "through his own choice he did not wish to continue with the Penn Central Transportation Company any longer than was necessary to bring about a smooth transition from the present management to the trustees.

"Throughout the proceedings which have thus far occurred," Judge Fullam added, "Mr. Gorman has been most cooperative and gracious, and the Court is very appreciative of his attitude and of his willingness to be of help."

Judge Fullam named two other men "who, while not available to serve in any full-time capacity, would nevertheless be willing to make available to the trustees and to the Court their services and their expertise." They are:

John W. Barriger, recently retired president of the Missouri-Kansas-Texas Railroad, a man who "knows all there is to know about the Pennsylvania Railroad, the New York Central and just about every railroad in the country."

James W. Moore, professor of law at Yale University and counsel to the trustees in the reorganization of the New Haven Railroad.

Judge Fullam declared that the reorganization "can only succeed if all concerned join in a cooperative effort to make it succeed.

"I refer to the railroad industry generally, to the groups of creditors whose patience has thus far been taxed and whose patience we will undoubtedly be imposing upon still more in the future, and above all the cooperation of the employees."

Judge Fullam said that the reorganization of the Penn Central Transportation Company under the Federal Bankruptcy Act "differs from previous railroad reorganizations in at least three respects.

"First, there is the position of this railroad in the transportation industry and its crucial importance to the economy of the entire nation.

"Second, there is the sheer size and complexity of the corporate structure, and, third, the wide variety of non-railroad enterprises included within this structure."

The salary of the trustees will be decided by Judge Fullam within a maximum to be set by the Interstate Commerce Commission. The salary that is granted may vary, he said, "depending upon how things work out as to the amount of time spent, the amount of effort required, which may vary from trustee to trustee."

The Judge said he was aware of suggestions that a "consumer representative" or "public representative" be appointed as a trustee, but he felt this would be a mistake.

"It could result in a compartmentalization of the efforts of the trustees, when those efforts should be unified," he explained.

"The Court has tried and I believe succeeded in obtaining men, all of whom have broad perspective and all of whom can be expected to keep the public interest very much in the forefront.

"It is also apparent to the Court that in any situation in which it might be felt that consumer interests or the interests of particular groups, such as commuters or shippers or the public agencies and so forth, are involved, that the best way to make sure that those interests are properly presented would be through the medium of intervention by such groups, so that they can be



ROBERT W. BLANCHETTE, counsel for the trustees, graduated from University of Connecticut and attended University of Grenoble, France, as Fulbright Scholar and Woodrow Wilson Fellow. He graduated cum laude from Yale Law School. He was general counsel under the trustees of the New Haven Railroad, 1963-68, then became PC's general attorney, New England. For the past year he was executive director of America's Sound Transportation Review Organization (ASTRO), advocating U.S. aid in railroad problems.

heard in any proceedings which affect their interests."

Discussing the length of time it will take to reorganize the railroad and restore it to private operation, Judge Fullam said:

"It is too early to tell with any degree of certainty. It would be foolish to speculate as to what the future holds.

"Nevertheless, I wish to make it clear that so far as the Court is concerned, every effort will be made to make this as brief a reorganization as humanly possible, and every effort will be directed toward shortening procedural problems, toward expediting the ultimate resolution of this very serious group of problems."

The trustees held a brief conference with the press the day after their appointment (see cover photo,

from the Philadelphia Evening Bulletin).

Mr. Baker, emphasizing the importance of the reorganization proceedings, said it will determine whether transportation stays in private enterprise.

Mr. Langdon said the first obligation of the trustees is to improve service—freight service, commuter service, and long-haul passenger service "to the extent it is viable."

Mr. Wirtz said Penn Central in reorganization can make a major contribution toward solving the problems of mass transit.

Mr. Bond said the restoration of the Penn Central Transportation Company to financial health—"the quicker, the better"—will be good for the railroad industry, the employees, the stockholders, and the public.

Railroad's 6-month loss: \$141,566,000

Penn Central Transportation Company ended the first half of 1970 with a net loss of \$141,566,000—compared with a net loss of \$21,019,000 in the first half of 1969.

On railroad operations alone, the Company lost \$175,861,000, including interest payments on debt and other fixed charges. However, income from subsidiary railroads, real estate and other sources totaled \$34,295,000, and this reduced the railroad's loss to \$141,566,000.

Penn Central Company, the parent holding company which includes the railroad and subsidiary companies, had a consolidated net loss of \$123,083,000 in the first half of 1970—compared with a consolidated net income of \$26,451,000 in the first half of 1969.

The railroad actually took in more money from its operations this year than last, due mainly to a freight rate increase and more TrailVan business.

The increase in railroad operating revenues was \$34,495,000.

But the cost of running the railroad, including taxes, equipment rents, and interest, increased far more—by \$136,678,000.

Reasons why the cost has gone up are illustrated by figures for the second quarter of 1970:

The payroll went up \$35.9 million, reflecting higher wage rates, increase in health and welfare payments, and Railroad Retirement taxes.

Taxes were up as a result of a \$3 million increase in state and local taxes, and a decline of \$8.4 million in tax allocation credits from subsidiaries.

Provision for loss-and-damage and personal injury claims increased \$10.6 million.

The fixed charges the Railroad had to pay increased \$7.6 million.

A total of \$13.2 million more was spent for other costs, such as equipment and joint facility rents, supplies, materials, utilities.

The loss on passenger service in the second quarter was estimated at \$35 million on a basis of fully allocated costs.

Here comes the MINI-TRAIN!

It sounds mod. Way out.

But you're going to hear this word more and more as the months roll by.

Mini-Train!

It's the new idea for hauling freight in short trains—over short distances—on fast schedules—on money-saving rates.

Penn Central started it at Indianapolis last winter. A crew went out in the morning with 10 empty covered-hopper cars, and dropped them off at four country grain elevators, spread out over 75 miles.

The elevators loaded the cars with corn.

Then the same crew came back, picked up the loaded cars and delivered them to the Indianapolis terminal by the end of the same day.

"Sounds simple—but it's an exciting new way to attract short-haul grain business away from the highways and back to the rails," says Don F. Rehl, PC manager of market development.

He says the Mini-Train idea points the way to:

Savings for customers.

More business for PC.

More efficient railroading.

More jobs for railroaders.

"Cooperation of railroad Brotherhoods in drawing up new agreements made the Mini-Train possible," points out George F. Daniels.

Mr. Daniels and Robert E. Swert, directors of labor relations planning,

worked out the agreements with general chairmen and grand lodge representatives of the Brotherhood of Locomotive Engineers and the United Transportation Union.

"This made it possible for the Mini-Train to cross seniority districts without a change of crews," Mr. Swert explains.

"If we had to follow the usual procedure and put on a second crew, the Mini-Train would never have started rolling—the added cost would have boosted the freight rates too high to attract customers."

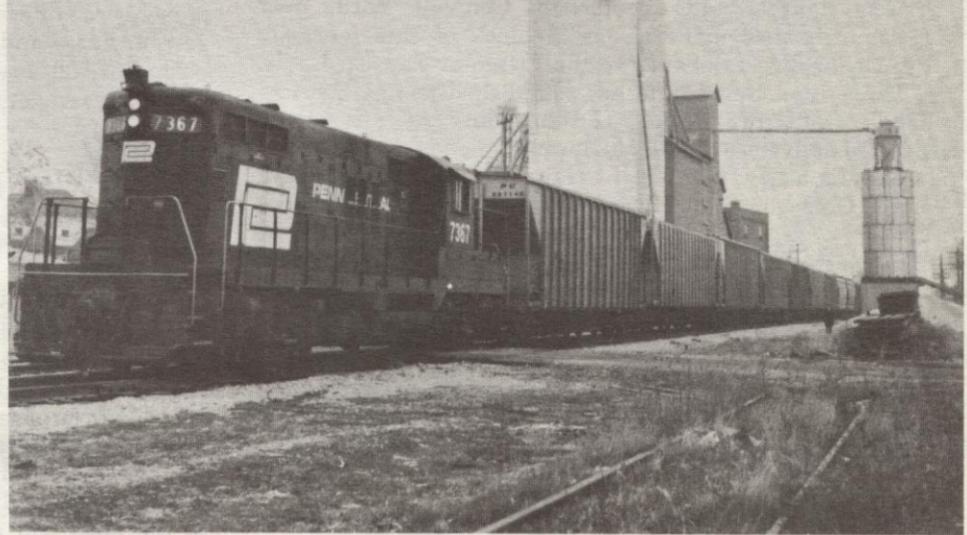
Another important cost-saving feature of the agreement was that the same crew was permitted to assemble the loaded cars and deliver them directly to a processing plant.

This eliminated the necessity of taking the cars first to a freight yard, and have another crew deliver them to the customer.

On its part, PC Management agreed that each Mini-Train crew would work on a turnaround basis, would not do other than Mini-Train service on the same day, and would receive the yard rate of pay, which is higher than the road rate.

The first Mini-Trains made a hit with everybody involved.

"It's great to be able to give these customers the kind of service they



Outbound with 10 empty cars, then home with 10 loads—that's the day's assignment.

want," said Conductor Dallas R. Brown.

"I hope we'll have a lot of Mini-Trains—I'd like to bid on this for my regular assignment," said Flagman J. R. Carter.

"This new service cut my transportation bill almost twenty per cent below the truck rate," said a grain shipper.

The amount of saving to shippers is the key to the success—or failure—of the Mini-Train, emphasizes Don Rehl.

"That means we have to keep our operating costs low enough so that we can offer the shipper an attractive rate and still make a reasonable profit for the Railroad," he says.

One big advantage of the Mini-Train is that it keeps expensive freight cars busy. A jumbo covered-hopper car costs more than \$16,000. If you buy it on time, as the Railroad has to do, the interest charges boost the price way beyond that.

"If we can run Mini-Trains on a daily basis, cutting idle time of cars to a minimum, this substantial investment becomes quite profitable," says Paul W. Olson, director of market planning.

The grain trade was an ideal place to start the Mini-Train idea, Mr. Olson points out, because most of the grain that moves to a terminal

from a 75-mile area goes by truck.

"This is a practical distance for a train crew to take empty cars from a terminal, distribute them to a number of points, then pick up the loaded cars and return them to the terminal, all in a single day," he explains.

"We're now exploring the possibility of establishing the same service for the grain trade at Decatur, Ind.; Toledo, O., and Sheldon, Ill.

"And we're looking into the possibility of extending the Mini-Train idea to certain portions of the chemical industry, where a similar geographical situation exists."

The PC's first agreement with the Brotherhoods for Mini-Train service went into effect on December 10, 1969, for a six-month period. On June 9, 1970, the agreement was extended for another 12 months.

"The Brotherhood officials recognize that Mini-Train service, if successful, will attract new business from the highways and create new railroad jobs," says Mr. Daniels.

"They know that the Mini-Trains we have run so far would never have existed without the special work rules the Brotherhoods agreed to.

"This cooperative attitude, this forward-looking thinking on the part of Management and Labor, is what we need to propel our industry to a more prosperous future."



PC crew has dropped off hopper cars at elevators where farmers bring grain.



Car takes on a load of grain and is ready to be picked up on the crew's return trip.

Express from Paris

There were free samples of French cheese. Door prizes of French wine. And newest Parisian fashions.

That was the scene as Penn Central, for the first time, presented Glamour Route shows on trains between Washington and New York.

The shows, with PC employes as models and hostesses, were featured on Ladies Day trains offering 25% savings on round-trip fares. Previous

Anne Marie Glackin, secretary in Business Systems Dept., models a camelhair jacket, gray stove-pipe slacks, matching jersey.

Glamour Route shows were on New York trains.

A poll on the Washington trains found that 13% of the passengers said the Glamour Route shows were the only reason they made the trip; 94% wanted more of these shows; and 79% said they would tell their friends about Ladies Day bargain fares.

A different country was featured each week.

Eileen Traband, PC secretary in Equipment Planning, models black knit slacks and a leopard knit vest, piped in black leather.

Switzerland was represented by samples from the Swiss Cheese Association and the Swiss Wine Bureau, candy from Chocolat Tobler, jams and jellies from T. G. Koryn, and fashions from Regina Imports.

On Great Britain's days, the passengers sampled Schweppes tonic and Twining Tea. Bombay Gin pitchers were door prizes. Fashions were from Alexon of London and Peasant Garb.

France was represented by Laughing Cow cheese, wine from Universal

Maureen Dowling, secretary in Car Utilization Planning, models a pink knit maxi formal or lounging dress, polka dot scarf.

Wine and Spirits, and fashions from Cezar Ltd.

Italy's story was told with Motta candies, wines from Universal, cologne from Victor Imports, fashions from Peasant Garb.

All in the family

George Blaufuss drives a truck for New York Central Transport Co., a PC subsidiary.

Driving on the highway, he noticed a trailer riding crookedly on a passing TrailVan train. He stopped, phoned his office, which relayed word to PC's Buffalo terminal. There the flatcar was pulled out, the trailer was resealed, then released for destination.

Driver Blaufuss received a U.S. Savings Bond and a letter from W. R. Delaney, NYC Transport's safety director:

"It is always encouraging to be reassured that a highly motivated group of men are working with us for the achievement of our joint goals."



OPEN LINE

REPORTS FROM ALL OVER

Faster freight—To improve freight movement to the Frisco Railroad, PC people at Conway Yard, near Pittsburgh, now make a special block of cars for train PR-11, for direct delivery to the Frisco at East St. Louis.

The Cotton Belt Route has established train CB-8A to handle traffic pre-blocked at Pine Bluff, Ark., for Penn Central delivery at Indianapolis and Toledo.

CO-8 is a new fast freight train running from 59th St. Yard, Chicago, to the new Buckeye Yard at Columbus, Ohio.

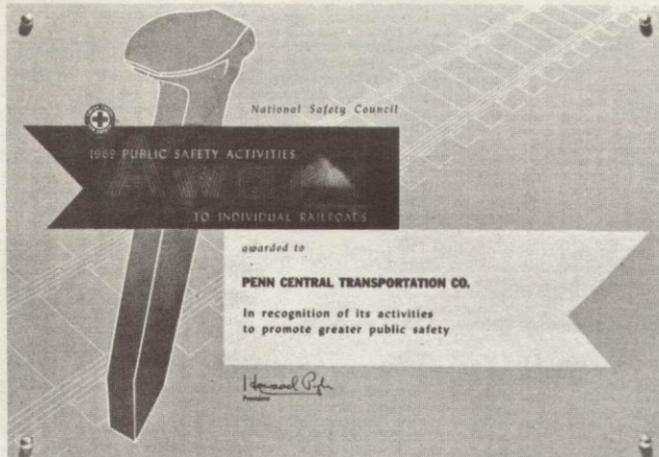
For faster freight service from Montreal, Canada, Penn Central has established Train MV-12, which runs to Perlman Yard, at Selkirk, N. Y., with pick-ups and drop-offs en route at Massena, Watertown and Syracuse. At Selkirk, cars for New England points are switched to connecting trains, and cars for the Albany area are delivered directly.

Wild West—Trains passing through the Bronx, N. Y., are subjected to the kind of "ambushes" suffered by the wagon trains of the Old West. That comparison was made in a Penn Central statement to the New York State Public Service Commission, which is investigating safety along 44 miles of track and high tension wires in the Bronx.

The Railroad, which has been subjected to criticism because of deaths and injuries of trespassers, said it also is concerned about these accidents. "But," the Railroad's statement added, "we wish that public leaders would express similar shock and criticism over our dead and injured trainmen, shot or stoned by still unprosecuted attackers, or express some concern over the shattered passenger windows and the injuries behind them."

The trespassers, the statement continued, are often "youngsters who know exactly how to uncouple and stop a train, wrench open a sealed freight car door, and disappear with its contents up the embankment through a previously prepared opening in the fencing." Almost never is an "innocent person" injured on the tracks or the high tension wires, the Railroad said.

More boxcars—Penn Central's Samuel Rea Shop, at Hollidaysburg, Pa., was given an order for 65 new boxcars. Fifty feet long, with 70-ton capacity, the cars are fitted with cushion underframes and load-securing devices.



For public safety—The National Safety Council has presented Penn Central with the Golden Spike Award for its "fine contribution to public and employe safety, on and off the job." The award also was given to 13 other railroads.

I. C. C. investigation—The Interstate Commerce Commission has announced an investigation "into all phases of the operations, accounts and financial transactions of the Penn Central Transportation Company and its affiliates." The I. C. C. chairman, George M. Stafford, said the Commission's concern with the Penn Central situation stems in large part from a "need to develop better methods for forecasting and preventing possible similar problems on other railroads." From the Penn Central's experience, he said, the Commission expects "to develop new reporting and accounting regulations."

Safest way to travel—Figures for 1969 show that train passengers were nearly twice as safe as plane passengers, more than three times as safe as bus riders, and almost 33 times as safe as people riding in autos or taxis.

Citing Government figures, the Association of American Railroads reported that 9 railroad passengers died last

year, a fatality rate of .07 for every hundred million passenger miles. Airlines had 131 deaths, a rate of .13. Bus passengers suffered 150 deaths, a rate of .22. For passengers in autos and taxis, the National Safety Council reported 37,200 deaths, a fatality rate of 2.30 per hundred million passenger miles.

Metroliner money—The Senate Commerce committee has approved a one-year extension of the High-Speed Ground Transportation Act. However, in forwarding the bill to the Senate, the committee criticized the fact that \$18.3 million of the \$21.7 million appropriation would be spent for long-range research and development, and only \$2.3 million for "now" demonstration projects. Only \$200,000 would be allocated for the Metroliner program.

Senator Hugh Scott, of Pennsylvania, urged the U. S. Department of Transportation to increase the Metroliner money to \$3 million, to help "identify and find solution to the electrical and mechanical problems" which have affected Metroliner cars. Senator Clifford P. Case, of New Jersey, had previously asked that Congress allocate \$5 million for further research on the high-speed cars.

The new proposals do not affect the appropriation of \$11 million which the Government approved two years ago for the Metroliner experiment. Of this, only \$2 million has so far actually been paid to Penn Central.



Discussing rail progress—More than 100 civic, business and Government leaders were guests of the Indianapolis Railroad Community Service Committee and the Railway Progress Institute at a showing of "Make Way for Progress." This slide-film depicts advances in railroad operations. Shown are J. M. Gilmore, assistant general manager of PC's Southern Region; J. E. Norwood, PC assistant vice president-sales; R. F. Wagner, special assistant to Indiana Senator Vance Hartke; R. C. Harrison, PC general manager; R. L. Duchossois, president of Thrall Car Manufacturing Co.; and T. L. Sendak, Indiana state attorney general.

Accident report—The National Transportation Safety Board has concluded a study of a passenger train derailment on June 28, 1969, by reporting that the buckling of a welded rail was the probable cause.

The accident occurred to an 18-car Seaboard Coast Line train operating on Penn Central tracks near Glenn Dale, Md. Twelve passengers were hospitalized, and one passenger reportedly died of a heart attack.

The board called for more extensive testing of welded rail. It urged the development of a "portable stress-measuring device which could give instant readings of compression or tension in a rail without disturbing it."

Travelers' troubles—The U. S. Department of Transportation is sponsoring a study of the difficulties of the average traveler. Interviewers have been talking to passengers at Penn Central's New York stations, the main New York bus terminal, LaGuardia Airport and the West Side Air Terminal. Comparable locations in Houston, Tex., will also be studied.

Among the matters being investigated are seat reservations, reliability of schedule information, ticketing, announcements of arrivals and departures, and handling of baggage.

Safety competition—The Canada Division has gone through the first six months of 1970 without a single lost-time injury. It thus leads Penn Central's 23 Divisions in the 1970 safety competition.

The Top Ten divisions include, in order: Pittsburgh, Allegheny, Harrisburg, St. Louis, Columbus, Cincinnati, Chesapeake, New Haven, and Indiana.

To Aid Railroads

Railroads urgently need help. Not Penn Central alone. Four other railroads are already in reorganization under the Bankruptcy Act, and five others are reported near the brink.

Congress is considering new legislation that would guarantee \$750 million in loans for ailing railroads.

The Government would not provide the money; the railroads would borrow it from banks and other lending institutions, and the Government would guarantee that the loans would be repaid.

This would help railroads that can no longer obtain loans on their own credit.

In the House of Representatives, the proposed law providing for the loan guarantee is designated **H. R. 18125**. In the Senate, it is **S. 4011**.

Thomas M. Goodfellow, president of the Association of American Railroads, urged Congress "not to delay in dealing with the current crisis."

Testifying at a Congressional committee hearing, he said: "If a link in the national transportation system as big and as important as the Penn Central railroad should collapse as an operating entity, the consequences might well be catastrophic for the economic well-being of our nation."

L. E. Dennis, executive director of the Brotherhood of Railway, Airline and Steamship Clerks, told the committee that Congress should investigate the causes of Penn Central's trouble.

"But first," he said, "we feel this committee must take immediate steps to protect the public interest and the interest of the employes of the Penn Central."

"If Congress were to postpone such action until after a full investigation is carried out, it would simply be too late."

If you wish to express your view on this legislation, you can be effective by writing three letters.

Write to your Congressman about **H. R. 18125**.

Write to your two Senators about **S. 4011**.

The time to write is **right now**.



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Hot, man ... like 90 in the shade

— What shade?

The sun baked the two-track main line arrowing past the farmlands near Van Wert, Ohio.

Paul G. Myers shaded his eyes and squinted along the rails in the shimmering heat.

"This track took a beating over the winter," said Mr. Myers, general foreman, maintenance of way, on PC's Fort Wayne Division. "Now's the season for getting it back in shape.

"It's hot, hard work, but that's the name of the game for track gangs.

"The materials gang has already dumped new ballast. Now the raising gang is at work, tamping and aligning the tracks."

This Ohio scene was typical of ac-

tivities all across the PC System, as track forces took advantage of summer weather to push the upgrading of tracks for better service.

"We've got the railroad—they're running all trains around us," Foreman Al Spring reported to General Foreman Myers. "We'll be able to get a lot done today."

The men and equipment were strung out along nearly a mile of track. The bright yellow machines moved at an even pace.

Machine Operator **Thomas Holdbrook** headed the convoy, his ballast regulator smoothing the mounds of crushed-stone ballast.

About a hundred yards behind came **Dallas L. Scott**, who vibrated in his seat each time the claw-like attachments of his tamper dug into the ballast. He was lifting ties, tamping ballast and aligning track.

Mr. Scott wiped his sweating forehead on his sleeve as he lined up the machine's attachments on the ties. Signal lights on his dashboard told him when the track was precisely aligned. A "buggy" ahead of his 16-ton tamper found the rough spots. It sent modulated infra-red light beams back to the tamper, activating the lights that guided Mr. Scott.

Green Arnett, Jr., came next in a machine that tamped every other tie, the ones between those tamped by Mr. Scott.

Trackman **Seigal Owens** worked off a small flatcar behind him. He was using a maul to tighten spikes and rail plates.

"I remember when all trackwork was done like this, by hand," said Mr. Myers. "Now these big machines handle the heavy work. Only a few plates and spikes are loose on this line, so we don't need a spiking machine—one man can handle it with a maul."

It was barely mid-morning, but the men perspired heavily. The temperature neared 94.

Lonnie Shepherd used a handkerchief as a headband to keep the sweat from his eyes. **Bennie Ford** tucked a handkerchief in the back of his hat to keep the sun off his neck, foreign-legion style.

The 10 cars are the first of 50 that have been bought from several Western railroads by New York State. The cars are being refurbished at Penn Central's shops in Beech Grove, Ind., and St. Louis Car Company.



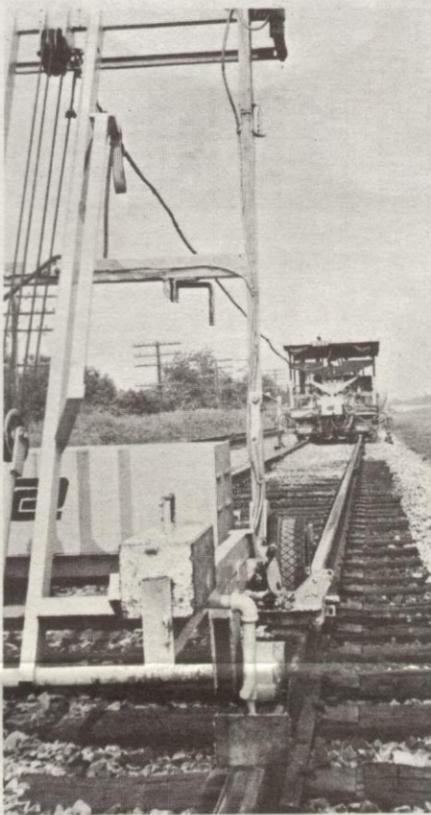
D. L. Brodman grinds rail joints to protect rail ends from chipping. In rear, Bennie Ford uses track wrench to tighten bolts of joint bars, which hold rails together.



Green Arnett, Jr., operates machine that tamps the ballast and firms up the track.



Under the sizzling sun, R. F. Gilbert does a tune-up on engine of ballast regulator.



This "buggy," riding about 100 feet ahead of D. L. Scott's electromatic tamper, projects infra-red beams, which guide him in raising track to the correct level.

Both men were operating bolting machines, one on each rail.

Behind them came **David L. Brodman**, using a cross grinder.

"This smoothing prevents the newly tightened joints from chipping," he explained while drawing a cup of water from a cooler he had packed with ice.



Ira Howard operates massive broom which sweeps ballast and dresses up the track.

Machine Operator **Ira Howard** was at the end of the convoy, riding backward on his bustling ballast regulator.

"I'm only using the broom part today, sweeping the stone down between the ties," he explained. "When you do that operation, you ride backward."

Guarding the entire operation was Watchman **Chad Clemons**.

A blast from his whistle stopped the work—a train was coming on the adjacent track.

After it passed, Mr. Clemons looked out from between the machines to make sure there were no oncoming trains. Then he held his white disc out horizontally at arm's length—signal to resume work.

The convoy started again.

In a few minutes, it was diminishing in the distance, distorted by the heat waves.

Man, it was hot!

Rocky hails renovated cars

Commuters on the 7:25 A.M. train from Brewster, N.Y., to Grand Central Terminal enjoyed 10 renovated cars, free coffee, and a handshake from Governor Nelson Rockefeller.



The Governor told the commuters that service on the Penn Central lines was going to get better as these and other improvements are completed.

Conductor A. T. Whalen collected tickets of the Governor and Dr. William J. Ronan, chairman of Metropolitan Transportation Authority (*Wide World photo, left*). Dr. Ronan said the new coaches will alleviate car shortages on the Hudson and Harlem commuter lines.

Meanwhile, employees in Penn Central's Metropolitan Region continue their program of improving tracks and stations on the Hudson, Harlem and New Haven lines. Funds for this are being provided by New York and Connecticut.

Stations are being repainted. New signals are being installed. New switches and crossovers are being put in to provide greater flexibility in train operation. Reverse signaling will permit trains to move in both directions and cross from one track to another to get around slower or stalled trains.

Professor's Note

If you went to a lot of trouble to arrange a complicated trip for a passenger, and he later phoned asking you to cancel the whole thing, how would you react?

Joseph J. Schaefer, chief ticket clerk at Utica, N.Y., showed the same gracious manner in both instances.

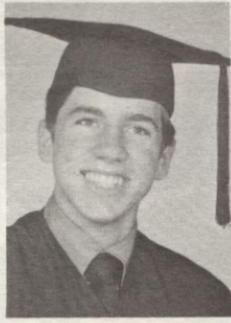
A letter of appreciation came from Associate Professor Linden D. Summers, Jr., of Colgate University.

"I want to acknowledge your assistance and understanding both in working out the proposed travel schedule and in canceling it," Dr. Summers wrote. "I hope you'll also extend my appreciation for this and other services to Mr. **Howard J. McSweeney**, assistant chief clerk."

37 More Scholarship Winners



Stephen Anderson, son of C. E. Anderson, yardmaster, Decatur, Ill., will attend U. of Illinois.



David Cantando will go to Penn State. Father, N. P. Cantando, is an analyst, Coal-Ore Traffic.



Astrid Caruso will attend U. of P. Father, J. T., is a project manager in Systems Development Dept.



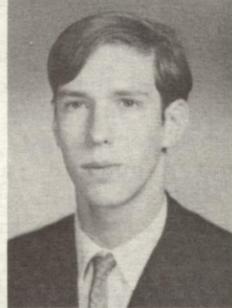
Robert Cecil will study engineering at Wesleyan. Father, G. A., is an engineman at Cincinnati.



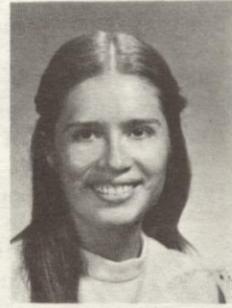
Alan Cohen, son of Samuel Cohen, mail and baggage attendant at New Haven, goes to Clark U.



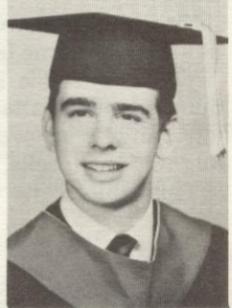
George Cone, son of G. F. Cone, engineman at Bicknell, Ind., goes to Rose Polytechnic Institute.



John Crowe will go to Columbia. Father, J. J., is station supervisor, dining car service, at New York.



Ellen Dawson will go to Pomona College. Father, E. B., is asst. manager in Systems Development Dep.



William DeLaurentis will go to Villanova U. Father, L. A., is material engineer in Eastern Region.



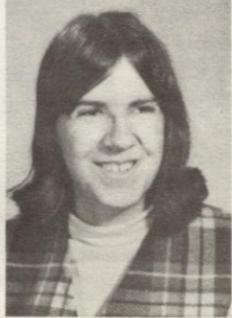
Gary Duke will go to Drexel University. Father is C. E. Duke, clerk, office of V. P. and Comptroller.



William Farkas will go to Drexel Univ. Father, W. J., is supervisor in the diesel bureau, Phila.



Dominick Fatta will go to University of Rochester. Father, Dominick, is brakeman at E. Syracuse.



Mallory, daughter of C. J. Forbes, a car inspector at Chicago, will study English at Valparaiso Univ.



Jody Gibbs will take biology at Taylor University. Father, W. J., is a conductor at Avon, Ind.



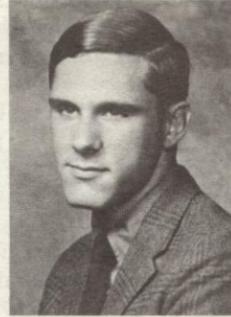
Gregory Gorbach will go to Akron University. His father, Carl, is a clerk at Akron, Central Region



Eric Haas will take liberal arts at Cornell. Father, T. O., is assistant manager, passenger rates.



Paul Hart will be a pre-law student at New York State. Father, P. R. Hart, is chief clerk at Lyons.



Bruce Hendrickson will go to Northwestern University. Father, R. J., is Ashtabula trainmaster.



Samuel Iapalucci, son of A. F., conductor at Cresson, Pa., will study accounting at St. Francis.



Katherine Jankowski will go to State University of New York. Father, F. J., is a leverman at New York.



Gordon Jetty will study engineering at Lehigh U. Father, I. G., is a machine operator at Lyons, N. Y.



Michael Kordrupel, Jr., son of Mrs. Michael Kordrupel, clerk at Buffalo, goes to Canisius.



Patricia Ladig, daughter of the late C. F. Ladig, Western Region fireman, will go to Indiana Univ.



Clifford Laufer, son of C. T., coal & ore traffic coordinator, will go to University of Delaware.



Deborah McGraw, daughter of J. T., Northeastern Region conductor, will study at Kirkland College.



Susan McMahon, daughter of the late R. P. McMahon, a conductor, will go to Syracuse Univ.



John E. Nace, son of the late E. L. Nace, reservation clerk, majors in English at LaSalle College.



Stephen Papen, son of the late Stephen Papen, messenger, Eastern Reg., goes to New Hampshire.



David Simcoke will major in math at Duquesne. His father was the late V. L. Simcoke, Conway clerk.



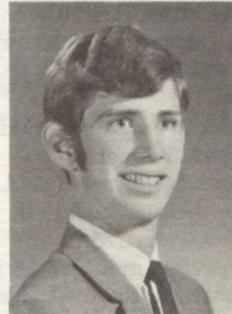
Duane Smith, son of L. E. Smith, Chicago engineer, will take electrical engineering at Purdue Univ.



Caesar Storlazzi will go to Yale for math and music. Father, Caesar, is a conductor at New Haven.



Rodney Templon takes psychology at Lycoming. Father, D. J., is an office manager, Altoona.



Stafford Walker, son of S. C., Eastern Region civil engineer, will study archeology at Penn State.



Wayne W. Wilkins, son of J. H. Wilkins, a retired conductor, Eastern Reg., goes to Delaware.



Susan Williams, daughter of L. E., Western Region industrial engineer, is going to U. of Delaware.



Linda J. Wogan will take music at Otterbein College. Father, C. E., is retired signalman, Altoona.



Thomas Yontz will study engineering at Drexel U. Father, R. N., is a yardmaster at Harrisburg, Pa.

Thirty-seven scholarships have been awarded to sons and daughters of employes of Penn Central Transportation Company, to help pay college expenses for the next four years.

The scholarships, totaling \$86,000, are provided by two private endowment funds which are independent of the company, but are administered by the company with the assistance of a scholarship selection service.

Thirteen of the awards were granted by the Frank Thomson Scholarship Fund. This was established in memory of the Pennsylvania Railroad's sixth president, who served from 1897 to 1899. Sons of living, retired or deceased employes are eligible. The grants are restricted to students planning to take technical courses in engineering schools.

Twenty-four awards were made by the Women's Aid of the Penn Central Company, which established a scholarship fund for sons and daughters of living, retired or deceased employes. The grants are available for any recognized course of study.

Scholarship awards by both funds are available each year. The selection is based on scholastic ability

and financial need (except for two Frank Thomson scholarships which are awarded each year solely on ability, without regard to financial need).

Persons interested in applying for Women's Aid or Frank Thomson scholarships for the college year beginning September, 1971, should write now for information and application forms to:

F. L. Kattau, Vice President—Personnel, Penn Central Transportation Company, Room 1244, Six Penn Center, Philadelphia, Pa. 19104.

Two other scholarships are available for next year. The John Clark Sims Scholarship, established in memory of a Secretary of the PRR, provides tuition at the University of Pennsylvania. The William Henry Brown Scholarship, named for a former Chief Engineer of the PRR, provides for study at Princeton University.

These two scholarships are open to employes' sons. Those interested should write to the universities.

With this year's group of winners, shown here in alphabetical order, a total of 107 young men and women will be attending 67 colleges this year under scholarships administered by Penn Central.

NEW APPOINTMENTS

SYSTEM OFFICES

Accounting Department

Akins, K. M. Supervisor—Payroll Accounting
 Botterill, B. J. Asst. Supervisor—Receivables, Detroit
 Bullo, R. J. Head Clerk, Detroit
 Connolly, J. P. Chief—TrailVan & Rack Car Accounting
 Cook, C. L. Supervisor
 Crescio, J. D. Head Clerk, Detroit
 Criteser, Arletta A. Head Clerk, Detroit
 Deemer, Mary C. Specialist—Statistics
 Devlin, S. P. Jr. Analyst—Freight Billing (Operations)
 Esquinos, Emilia A. Head Clerk, Detroit
 Farquer, J. E. Traveling Auditor—Semi Sr., Indpl.
 Folley, C. E. Special Agent—Division Audit, Detroit
 Fraser, T. J. Chief of Bookkeeping
 Fuchs, G. B. Traffic Clerk
 Gidley, S. J. Special Agent—Divisions
 Horrocks, R. A. Lead Clerk
 Kelly, J. G. Traffic Clerk
 Kelly, W. Special Clerk
 Kirsch, E. C. Head Clerk
 Malloy, Anne J. Traffic Clerk
 McCorkell, R. J. Supervisor Car Accounting
 McTeague, J. J. Specialist Divisions
 Mooney, R. J. Chief of Payable Settlements
 O'Connor, W. J. Lead Clerk
 Russell, J. L. Head Clerk
 Saja, E. S. Asst. Supervisor—Local, Interline, Detroit
 Simpson, A. J. Head Clerk
 Vogelmann, L. E. Traffic Clerk
 Weaver, G. R., Jr. Director—Financial Personnel
 Wood, W. W. Chief of Mail & Interchange

Engineering Department

Alexander, H. T. Sr. Civil Engineer
 Charbeneau, L. E. Draftsman—C&S
 Collins, J. P. Sr. Civil Engineer
 Duncan, C. E. Draftsman—C&S
 Gaydos, C. R. Supervisor—Rail Train
 Hammond, W. T. Agreement Engineer
 Hennrikus, J. N. Supervisor—Rail Train
 Hughes, J. C. Sr. Agreement Engineer
 La France, V. A. Draftsman—C&S
 Leopold, L. E. Agreement Engineer
 Lermond, R. J. Sr. Electrical Engineer
 Markel, K. D. Capital Projects Analyst
 Mason, R. M. Agreement Engineer
 Mazzerella, M. J. Draftsman—C&S
 Nolan, F. C. Office Manager—C&S
 Scheerer, W. J. Asst. Engineer—C&S
 Schultz, M. L. Civil Engineer
 Smith, R. H., Jr. Engineer—M-of-W System
 Spruill, H. A. Sr. Civil Engineer
 Williams, C. E. Sr. Circuit Engineer—C&S
 Williams, H. N. Asst. Circuit Engineer—C&S

Financial Department

Pilson, T. H., Jr. Supervisor—Cash Accounts

Legal Department

Brinkworth, D. A. Asst. Gen. Counsel—Passenger Service
 Clements, J. K. Asst. Solicitor—Pittsburgh
 Leiper, W. C. Asst. General Counsel

Mechanical Department

Bailey, R. M. Gen. Superintendent—Shops, Wilmington
 Stickel, E. R. Manager—Locomotive Quality Control

Purchases and Materials Department

Greene, W. D. Material Control Supervisor
 Messimer, M. H., Jr. Supervisor—Materials, Enola
 Shinn, W. N. Supervisor—Materials, Pitcairn
 Wensel, F. L. Supervisor—Materials, Canton

Claims and Prevention Department

Bierling, A. C. Supervisor—Security
 Hartley, R. P. Manager—Special Investigations
 Manganaro, F. L. Manager—Environmental Control
 Bott, J. E. Asst. District Claim Agent, Altoona
 Hollowell, R. J., Jr. Claim Agent, Indianapolis
 Kent, F. R. Asst. District Claim Agent, Pittsburgh
 McCullough, D. M. Asst. District Claim Agent, Pittsburgh
 Mooney, F. M. Claim Agent
 Riley, A. J. Claim Agent
 Scassa, A. J., Jr. Claim Agent, Pittsburgh

Systems Development Department

Alfano, F. A. Asst. Systems Analyst
 Bach, A. H. Sr. Computer Analyst
 Berger, E. Associate Procedures Analyst
 Bretz, R. G. Field Auditor
 Ciarrocchi, R. A. Sr. Systems Analyst
 De Palma, J. J. Data Origination Specialist
 Divack, J. M. Advisory Systems Analyst
 Dockray, T. F. Manager—System Data Center
 Hoover, M. G. Manager—Applications Support
 Le Gates, J. R. Field Auditor
 Mart, M. B. Field Auditor
 McCall, D. L. Associate Shift Supervisor
 Menna, L. B. Associate Computer Analyst
 Murphy, R. J. Manager—Data Origination
 Potter, L. J. Asst. Operations Analyst
 Small, J. L. Procedures Analyst
 Steyn, K. J. Associate Computer Analyst
 Wolstenholme, R. J. Asst. Systems Analyst

Traffic Department

Altman, C. R. Sales Representative, Detroit
 Burke, R. P. District Sales Manager, Trenton
 Burris, S. C. Supervisor—Service Bureau, Cincinnati
 Cieplinski, W. T. Supervisor—Service Bureau, Buffalo
 Clowney, R. M. Office Manager, Memphis
 Galley, M. E. Office Manager, Buffalo
 Hickey, M. R. Office Manager, Detroit
 Hunt, R. J. Division Sales Manager, Providence
 Keleher, P. J. Sales Manager, Toronto
 Kuch, L. G., III Equipment Planning Analyst
 Lucking, H. W. Office Manager, Kalamazoo
 McGuffin, S. E. Sales Representative
 Modin, R. A. Sales Representative, Memphis
 Pollock, J. B. Supervisor—Freight Services, Buffalo
 Rockefeller, H. R. Asst. Manager—Coal & Ore Pricing
 Wallace, G. R. Vice President—Coal & Ore Traffic

NORTHEASTERN REGION

Boyd, J. G., Jr. Chief Examiner
 Cowan, E. L. Asst. Supervisor—Personnel, Albany
 Dillon, D. F. Supervisor—Special Agreement Admin.
 Indyke, J. F. Supervisor—Labor Relations
 Slowey, J. J. Supervisor—Labor Relations
 Tryanow, C. A. Office Manager
 Villa, F. J., Jr. Supervisor—Personnel

CENTRAL REGION

Curtis, E. E. Asst. Field Engineer—C&S
 Simmers, W. D. Asst. Field Engineer—C&S, Williamsport

Pittsburgh Division

Andrew, H. B. Supervisor—Stations
 Frail, J. F. Agent
 Harnden, R. G. Division Budget Analyst

Valley Division

Prinkalns, G. L. Supervisor—Track, Akron

Williamsport Division

Donning, R. K. Asst. Supervisor—C&S, Williamsport
 Naylor, W. W. Material & Equipment Engineer, Wmspt.
 Rickicke, D. General Foreman—Track, Olean

EASTERN REGION

Bettonville, L. J. Industrial Engineer
 Bielski, J. F. Co-op Student Industrial Engineer
 Bowers, N. W. Cost & Material Engineer—C&S

Burns, J. S. Special Accountant—Ledgers
 Conrad, W. E. Asst. Supt.—Labor Relations & Personnel

Danglo, J. J. Supervisor—Budgets
 DiEnno, N. R. Cost Accounting Analyst
 Evans, C. A. Asst. Examiner—Labor Relations, Balto.

Grove, J. C., Jr. Jr. Budget Analyst
 Hamilton, E. R. Examiner—Labor Relations, Baltimore

Hawker, P. T. Asst. Industrial Engineer
 Hocker, R. W. Asst. Industrial Engineer
 Insogna, M. D. Asst. Engineer—C&S
 Jud, E. E. Budget Analyst
 Kuhn, R. E. Equipment Inspector
 Kwasy, E. B. Supervisor—Cost Accounting
 McClellan, E. M. Cost Accounting Analyst
 McGoldrick, J. P. Cost Analyst
 McGreevy, S. M. Supervisor—Quality Control, Passenger Equipment

Meloney, J. W. Asst. Examiner—Labor Relations, N. Y.
 Michaels, T. J. Examiner—Labor Relations, N. Y.

Mitchell, M. B. Budget Analyst
 Murray, W. L. Engineering Trainee
 Orsini, P. A. Sr. Budget Analyst
 Riley, W. R. Industrial Engineer
 Rodan, D. R. Contract Investigator
 Samosuk, G. Budget Analyst
 Schrader, W. C., Jr. Specialist—General Accounting

Seidman, I. Chief Examiner—Labor Relations, N. Y.
 Smith, J. R. Engineer—Electric Traction
 Suvak, P. S. Chief Examiner—Labor Relations

Chesapeake Division

Daugherty, H. D. Passenger Trainmaster
 Decker, R. D. Supervisor—Track, Delmar
 Holmes, B. L. Asst. Supervisor—Track
 McHugh, R. J. Supervisor—Track, Wilmington
 Sommerville, R. W. Supervisor—Track, Harrington

Harrisburg Division

Hines, R. F. Asst. Supervisor—Track
 Hunt, R. A. Asst. Supervisor—Track, Enola
 Nace, G. W. Office Engineer—C&S

New Jersey Division

Allen, C. H. Asst. Division Engineer
 Bigelow, G. J. Supervisor—Train Operations (night)
 Johnson, H. T. Mail & Equipment Engineer
 Matthews, J. J. Asst. Supervisor—Operating Rules
 Purr, R. T. Asst. Supervisor—C&S
 Repko, J. W. General Foreman—Track, Kingston

Steinbacher, R. J. Supervisor—Track
 Stewart, M. L. Transportation Superintendent—Passenger
 Szelwach, M. L. General Foreman—Car
 Watkins, D. E. Supervisor—Track, Kearny

Philadelphia Division

Crawford, W. T. Supervisor—Electric Traction
 Driesbach, R. W. Passenger Trainmaster
 Hart, N. C. Asst. Gen. Foreman—Locomotive, Morrisville
 McDermott, J. F. Asst. General Foreman—Car
 O'Brien, J. J. Office Engineer—C&S
 Smith, R. H. Supervisor—Track, Morrisville
 Spotswood, R. L. Asst. Supervisor—C&S, Trenton
 Thomas, E. K. Supervisor—Track, Camden
 Wyne, J. H. Supervisor—Buildings

Philadelphia Commuter Area

Abate, F. D. Superintendent—Suburban Equipment
 Armbruster, C. B. Supervisor—General Accounting
 Bartle, F. W. Supervisor—Operating Rules
 Donnelly, R. A. Superintendent—Suburban Terminals
 Fulton, J. B. Master Mechanic
 Hall, H. W. Suburban Trainmaster
 Hoffman, M. H. Supervisor—Stations
 Jewell, E. H. Executive Assistant
 King, F. S. General Manager
 McGowan, T. G. General Foreman (S.E.)
 O'Leary, T. M. Manager—Suburban Accounting

Reisenwitz, J. J. Asst. Suburban Trainmaster
 Scarpato, R. J. Analyst—Budgets & Costs
 Shoemaker, J. K. Superintendent—Suburban Transportation

Stake, N. F. Supervisor—MU Car Distribution
 Trunell, C. G. Asst. Road Foreman
 Wilt, D. M. General Supervisor—Materials
 Woodcock, J. Supervisor—Station Cleaning

METROPOLITAN REGION

Allen, J. P. Superintendent—Diesel Maintenance, Harmon Diesel & Electric Shop
 Armour, E. C. Asst. Regional Engineer, M-of-W

Ashton, R. Superintendent—Train Operation
 Brooks, C. O. Manager—Data Processing Coordination

Callahan, R. R. Road Foreman, Stamford
 Cassell, H. C. Manager—Commissary
 Catone, L. N. Manager—Passenger Terminal Operation

Cavanaugh, H. F. Manager—Suburban Planning
 Coates, I. General Foreman—Car, Croton-Harmon

Cole, C. E. Regional Mechanical Superintendent
 Collins, R. W. Terminal Superintendent, GCT

Coneys, J. P. Chief Examiner, 466 Lex.
 Crandall, D. L. Supervisor—Custodial Services
 Cronk, R. L. Master Mechanic, New Haven

Crotty, J. E. Asst. Manager—Commissary
 Davis, J. F. Manager—Passenger Service
 DeLitto, J. A. Master Mechanic

Dwyer, J. M. Suburban Planning Engineer
 Fitzgerald, J. J. Passenger Representative
 Forbes, L. J. Transportation Superintendent, New Haven

Frasher, E. P. Vice President, 466 Lex.
 Gallagher, D. G. Road Foreman, New Haven
 Gibson, D. M. Superintendent—Police
 Glavin, W. Chief Regional Engineer

Haupt, H. C. Superintendent—Car Cleaning & Services
 Immelt, F. R. Asst. Regional Mechanical Superintendent

Jagelski, R. J. Manager—Purchases & Materials
 Jennings, D. R. Stationmaster, Harmon
 Keefer, W. E. Supervisor—Electric Equipment

Lockerby, K. M. Regional Engineer—Electric Traction
 Loconto, J. M. General Manager—Operation
 MacDonald, E. Supervisor—Heat & Air Conditioning

Maglione, L. W. Director—Passenger Service, 466 Lex.
 Maloney, T. F. Sr. Civil Engineer
 Matteson, R. M. Chief Operations Analyst

McKenna, L. J. Suburban Planning Analyst
 Mearsheimer, T. J. Regional Engineer—Design & Construction
 Milano, F. Regional Comptroller

Montross, R. Regional Mechanical Supervisor
 Morris, T. N. Commuter Relations Manager
 Overlease, P. F. Chief Road Foreman

Party for Salty

The passengers liked this conductor so much, they threw a party for him.

Conductor Albert L. (Salty) Wilcox found himself the center of a festive crowd when he boarded his train at Grand Central Terminal, N.Y.

There were drinks, sandwiches, speeches, news photog-

Paisley, M. E. Asst. Regional Engineer—M-of-W
 Parker, W. M. Exec. Asst. to Vice President, 466 Lex.
 Pattison, R. K. General Superintendent—Transportation

Pederson, I. T. Suburban Planning Analyst
 Pfaller, J. G. Regional Engineer—M-of-W
 Popp, J. J. Director—Administration, 466 Lex.
 Rentz, J. R. Asst. Manager—Passenger Terminal Oper.

Rydzeki, S. W. Asst. General Foreman, GCT
 Scannell, F. L. Supervisor—Operating Rules
 Schwab, K. F. Superintendent—Labor Relations & Personnel

Schwinn, A. G. Administrative Assistant
 Shaw, A. E., Jr. Staff Engineer
 Sherblom, R. H. Road Foreman
 Straw, R. L. Regional Engineer—C&S

Trulio, J. A. General Foreman—Locomotive, Brewster
 Varaitis, J. L. Asst. Supervisor—Personnel
 Whitney, W. E. General Foreman—Car, GCT

Williams, L. E. Manager—Industrial Engineering
 Work, M. H. Regional Engineer—C&S Construction
 Yackus, J. A. Asst. Superintendent—Car Cleaning Services

Zeoli, G. J. General Foreman—Car, Brewster

SOUTHERN REGION

Yund, C. G. General Superintendent—Transportation

Cincinnati Division

Terhorst, J. A. Division Superintendent

Indiana Division

Bly, G. E. Asst. Supervisor—Train Operations
 Gerber, W. J. Transportation Supervisor, Big Four

Price, G. R. Supervisor—Train Operations
 Retzner, R. F. General Track Foreman
 Revis, J. C. General Car Foreman—Big Four Yard

Sweetland, D. R. Master Mechanic
 Wooten, A. D. General Foreman, Jeffersonville

WESTERN REGION

Armocost, G. A. Examiner—Labor Relations
 Castagnino, J. J. Draftsman—C&S
 Kolasinski, V. H. Instrumentman, Cleveland

Leonard, T. D. Asst. Industrial Engineer, Cleveland
 Manley, R. S. Asst. Supervisor—Personnel Accounting

Mason, J. E. Supervisor—Labor Relations & Personnel
 Meyer, R. H. Layout Engineer
 Potts, J. W. Asst. Supervisor—Special Car Dist.

Raney, M. R. Draftsman—C&S
 Rindfleisch, R. E. Examiner
 Stalder, C. L. Asst. Manager—Labor Relations, Cleveland

Taylor, J. M. Supervisor—Labor Relations, Cleveland

Chicago Division

Bolyard, A. L. Asst. Trainmaster, Burns Harbor
 Crissman, E. W. Terminal Trainmaster, Elkhart
 Dougherty, J. J. Terminal Superintendent, Elkhart

Eannace, J. G. Transportation Superintendent
 Smith, R. A. Asst. Trainmaster, Burns Harbor
 Wilson, D. L. Trainmaster, Burns Harbor

Wolski, R. L. Mechanical Inspector—Locomotive

Cleveland Division

Frank, J. J. Trainmaster, Rockport
 Heiple, J. W. Mechanical Inspector—Locomotive

Maas, G. L. Transportation Superintendent
 Rose, J., Jr. Supervisor—Train Operations
 Trettel, T. J. Trainmaster, Collinwood

Fort Wayne Division

Carlson, J. J. Asst. Trainmaster, Marion
 Farris, F. R. Supervisor—Train Operations
 Shipley, W. C., Jr. Asst. Trainmaster

Toledo Division

Keller, J. G. Trainmaster
 Perry, C. L. Asst. Trainmaster, Fairlane
 Runkle, T. E. Supervisor—Train Operations

Smawley, E. J. Trainmaster
 Steele, R. A. Engineering Trainee
 Stoltz, F. G. Supervisor—Operating Rules

Yorko, J. M. Trainmaster, Woodville

raphers, even a TV camera.

"Salty has made commuting a pleasure—he always has a smile," said a New York broker, one of a group of 70 commuters who arranged the party.

One recalled the time Conductor Wilcox noticed that a woman boarding the train had parked her car with the lights on. He stopped the train so she could turn them off.

²
**Here's the man
we're all
working for**



Meet Donald C. Palzer. He's a friendly, stocky fellow, whose spare time is taken up with gardening, golfing, and raising three sons.

He earns his living as traffic manager of the Kankakee (Illinois) Division of Roper Corporation. His company manufactures kitchen ranges, disposers, refrigerators, washers, dryers, dishwashers, and other products.

"We pack and load these appliances with care," Mr. Palzer says. "And we know how carefully they must be unloaded at the retailer's end.

"The in-between is where we have no control. That's where you Penn Central men come in.

"These appliances can be damaged if they're mishandled in transit. So if you men who run trains make sure to smooth out the starts and stops and cut out impacts, we'll have little or no damage.

"That will keep us and our customers happy. And we'll be happy to continue giving you our business."

Behind every car of freight, you can picture somebody like Donald Palzer. 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.



Mr. Palzer inspects the production line of Roper electric ranges. With him is Walter J. Abernathy, PC district sales manager.



Brakeman G. S. Long signals Engineman R. J. Mulholland and Conductor R. C. LaFaber for careful switching at Roper plant.



Range, delivered damage-free, brings an appreciative smile. PC people are the link between manufacturer and consumer.