

**PENN CENTRAL**



**POST<sup>®</sup>**

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

SEPTEMBER-OCTOBER 1975

**THE SHIPPERS  
SENT BOUQUETS**

See Page One



# Can a user of piggyback find happiness on the PC?

Here's a railroad that's bankrupt. Short of cash. Plagued with track problems.

Is that any kind of railroad on which a shipper can depend for good piggyback service?

Thousands of shippers say Yes.

Penn Central continues to handle almost one-fifth of all shipments that travel in trailers or metal containers on America's railroads.

The nationwide business recession, which has affected all railroad piggyback traffic, caused a slight drop in Penn Central's volume in 1974, and an 18 percent drop in the first half of 1975.

But an uptrend in PC's piggyback traffic appears to be developing in the second half of the year.

To encourage more customers to try Penn Central piggyback, the railroad has been holding get-togethers with shippers in key cities.

These sessions have given shippers an opportunity to ask questions, discuss any service problems, offer suggestions for improvements, or simply to voice praise for PC's performance.

At a meeting in Baltimore, a shipping company official said:

"We are very happy with Penn Central service at the Port of Baltimore and encourage you to sustain this high-quality level. We will continue to give you our traffic as long as you do so."

Another official commented:

"We are highly complimentary of the very positive efforts Penn Central is making to maintain a spirit of close cooperation and reliable service which is so very important to the shipping public today. Penn Central is showing in a positive manner why it is Number One in the country in the handling of trailers and containers."

In advance of a meeting at PC's improved terminal at Detroit, several shippers sent baskets of flowers as a congratulatory gesture (see front cover).

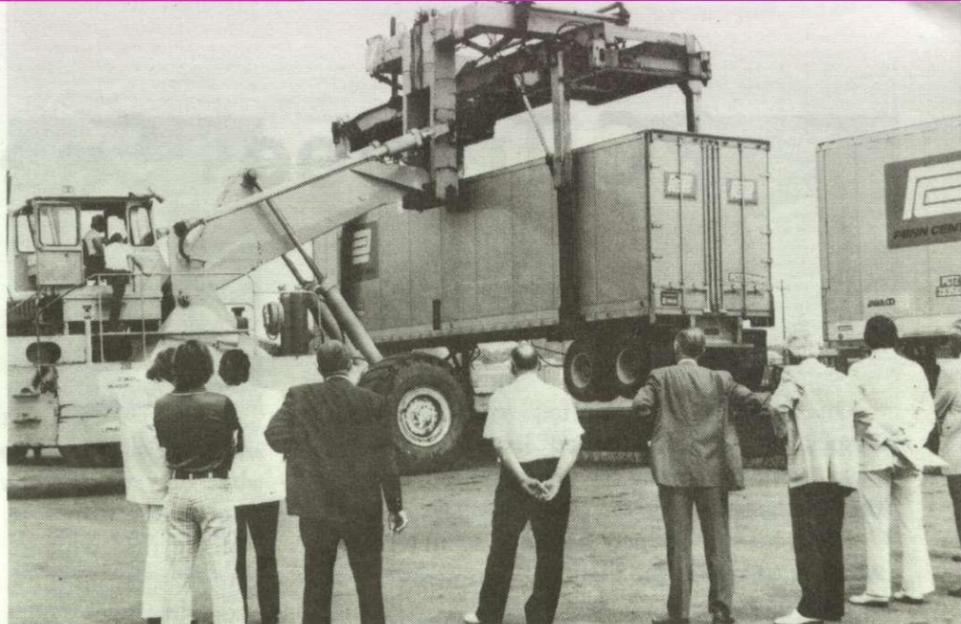
A feature of the shipper sessions has been a slide film produced by PC people to tell the railroad's

piggyback story.

"The film makes clear that Penn Central has been in the forefront of innovations and improvements in piggyback and containerized shipping," says Roy L. Hayes, PC's assistant vice president-intermodal.

"For example, we offer the highest degree of coordination in piggyback sales and service, with both functions grouped within our Intermodal Division — the first such organization in American railroad-

ing. "The inauguration of this division, in January, 1972, helped spark a remarkable expansion of our piggyback business that year — nearly 100,000 more trailer-loads than in the preceding year. This advance brought the Penn Central the Golden Freight Car Award for achievement in marketing of rail-



Shippers who use piggyback see how loaded trailers are placed on flatcars. The demonstration was part of the activities for visitors at PC's Livernois Terminal, Detroit.

On the Cover: Flowery good wishes, sent by shippers to the piggyback terminal at Detroit, delight the Penn Central clerks: Nancy Dobson, Nora Madalinski, Sharon Bramlett.

road service."

The film also points out that Penn Central introduced the Ship-A-Train idea, by which a shipper can contract for multi-trailer shipments with savings in time and money.

Penn Central has also pioneered in Land Bridge Service, which enables overseas shippers and receivers to save time and money by using a combination of ocean vessel and rail movement across the American continent, instead of the all-water route via the Panama Canal.



Shippers and railroaders discuss PC piggyback service at recent meeting in Baltimore.

PC people operate 31 TrailVan piggyback trains six days a week, serving 11 of the Nation's 15 largest metropolitan areas — including the major East Coast ports — as well as hundreds of other population centers.

"And we serve the entire Nation through interchange with 25 railroads, hundreds of motor carriers, and practically all steamship companies," Mr. Hayes points out.

He emphasizes that Penn Central has the trailers and piggyback flatcars to handle substantial increases in business.

"You see, the explosive growth in traffic we experienced in 1972 outran our capacity, and we acquired additional equipment," Mr. Hayes explains. "Our trailer fleet now numbers 12,000 units.

"But now the recession has idled many of them. We want to get them back to work."

Penn Central has America's largest aggregation of piggyback terminals for trailer and container movements, Mr. Hayes says.

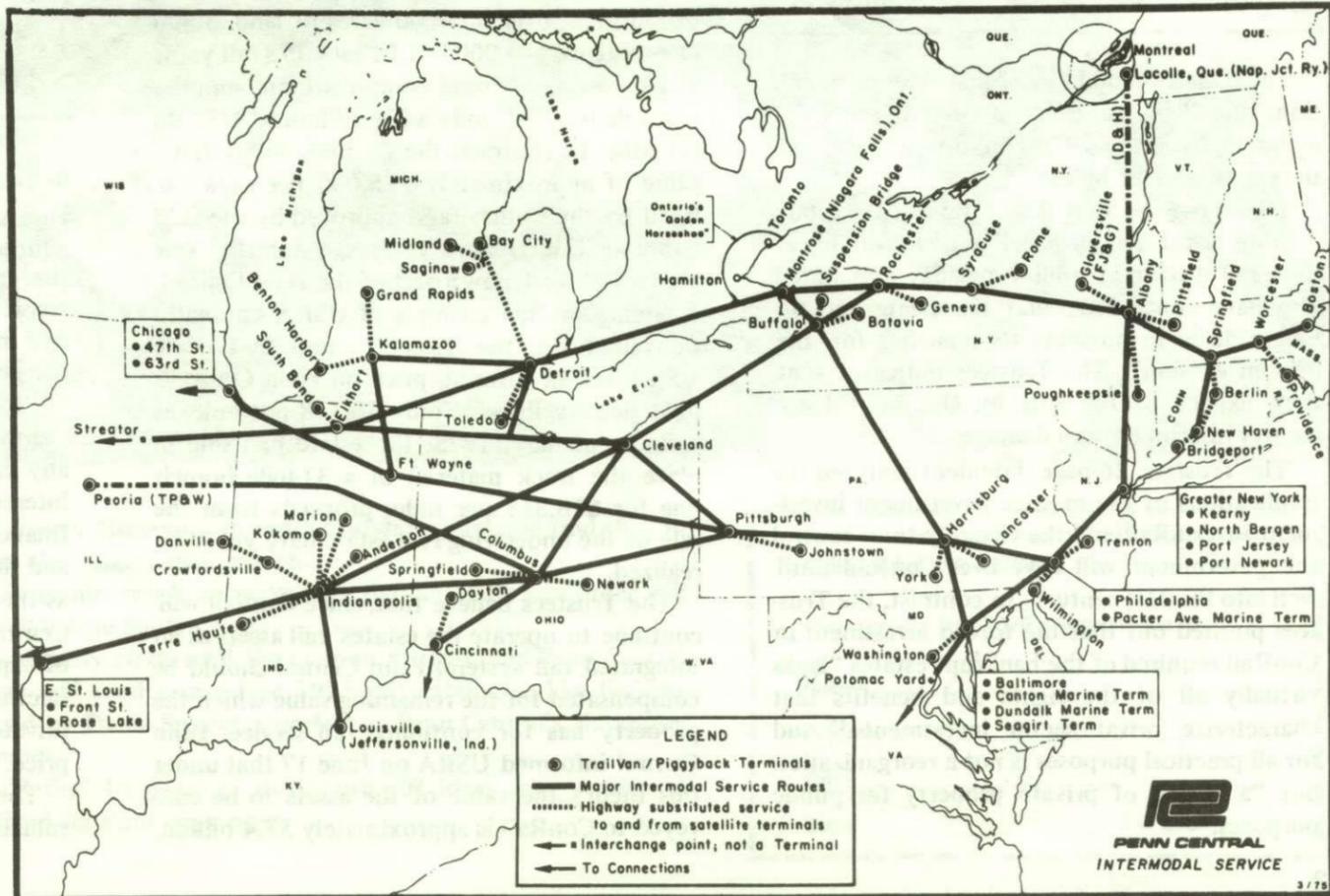
The map below gives the details.

"In all, Penn Central has 33 strategically located TrailVan piggyback terminals, plus 32 satellite terminals linked to them by substituted highway service," says Roy Hayes.

"Few shippers in our territory are out of reach of our terminals.

"Few would fail to benefit by using our service.

"That is the message our people are carrying these days as they go out to tell the Penn Central piggyback story."



Visitors sign in with Sharon Bramlett for PC's piggyback seminar at Detroit.

# PC Trustees See Major Problems In the Final System Plan

On July 26, the United States Railway Association (USRA) issued its Final System Plan for restructuring the bankrupt railroads of the Northeast.

Congress has opened hearings to determine whether to accept the Plan.

On September 16, the Trustees of Penn Central Transportation Company issued a 26-page statement calling attention to major problems they see in the Final Plan System.

Here is a summary of the Trustees' views.

---

## USRA's Plan does not provide fair compensation for rail lines

---

The Trustees said the Plan constitutes a nationalization of rail properties of the bankrupt roads on terms that are so blatantly unfair as to amount to a "confiscation of those assets."

The Trustees expressed their belief that the "Congress did not intend—and will not permit—the confiscation of investments in vital public enterprises such as the Penn Central."

They also said they are confident that the Congress will make necessary modifications to the Plan to ensure that "Penn Central and other railroad estates will be treated fairly and equitably and will obtain their constitutional due with respect to the form, value and timing of the compensation they receive."

If the Congress approves the Final System Plan without significant modifications that ensure fairness and equity, the Trustees believe that "the Penn Central estate should have an immediate claim against the United States government under the Tucker Act for the fair value of the estate's assets that are being taken for public purposes — for the \$7.4 billion that the Trustees believe in all fairness these assets are worth." The Penn Central's assets to be conveyed to Consolidated Rail Corporation (ConRail) and others have been valued by USRA at \$471 million on "the fictitious assumption that the rail properties are worth no more than what would be realized if they were scrapped."

---

## Penn Central estate is eroding at rate of \$1 million a day

---

The Trustees emphasized that the loss operations the Penn Central has been required to maintain since the 1970 bankruptcy have cost the estate over \$1 billion.

They observed that the erosion of the estate — both fiscal and physical — is continuing at the rate of over \$1 million per day and stated they have concluded "that the estate can no longer delay in pursuing its remedies for the interim erosion". The Trustees indicated that they expect to file suit by October 31 to recover interim erosion damages.

The Trustees' 26-page statement analyzed the implications of the massive government investment in ConRail and the virtually total control the government will have over ConRail until well into the 21st century. In contrast, the Trustees pointed out that the forced investment in ConRail required of the bankrupt estates "lacks virtually all of the rights and benefits that characterize private-sector investments," and for all practical purposes is not a reorganization but "a taking of private property for public purposes."

The Trustees noted that Congress, if it desires, can indeed turn to nationalization as a solution, but they warned that "no one, particularly no one in the Congress, should be misled into believing that what is happening (in the Plan) is anything but a nationalization of the rail properties of the bankrupt estates on terms that amount to a confiscation."

The way in which the bankrupt estates are treated by Congress will affect not only the hundreds of thousands of individuals, small businesses, estates, trusts, pension funds, charitable organizations and depository and insurance institutions across the United States that have claims against the Penn Central estate, the Trustees observed, but also will "inevitably affect the future of America's remaining solvent railroads and other industries that are clothed with a public interest."

---

## PC would be taken at scrap value — not as a going concern

---

The Trustees were sharply critical of USRA's approach in the Final System Plan to the amount, form and timing of the compensation that the estates are to receive.

With respect to the amount of compensation, the Trustees found USRA's suggestion that the Penn Central system should be valued on a "dismantling approach" at only \$471 million to be "unrealistic and prejudicial."

The Trustees challenged USRA's basic premise that the irreplaceable Penn Central system should be valued on the assumption that the railroad would be ripped up and its various components sold for scrap or non-rail use, and pointed out that in light of the disastrous economic consequences to the nation that would result, "the Federal government or affected State or local governments would never allow the dismantling of the entire Penn Central system" as was assumed by USRA.

"Not only has USRA assumed the complete dismantling of a rail system that would not be dismantled; it has deducted from the value of the estate almost \$1.8 billion in dismantling costs that would never be incurred," the Trustees said.

Under USRA's valuation theory, the Penn Central assets to be conveyed — 15,781 miles of rail lines, over 300,000 acres of land, 3,800 locomotives, 140,000 freight cars, 173 rail yards and extensive railroad equipment and supplies — would be worth only \$471 million or \$23,000 per mile. In contrast, the Trustees noted that a value of approximately \$75,000 per mile was fixed by the Courts (and approved by the U.S. Supreme Court) nine years ago for the New Haven Railroad, now a part of the Penn Central.

Giving another example of USRA's unrealistic valuations, the Trustees cited that while USRA set an offering price on Penn Central's light density lines of only \$6,118 per mile, as recently as May, 1975, the estate had sold in place the track material in a 31-mile branch line for \$18,318 per mile; proceeds from the sale of the underlying real estate have yet to be realized.

The Trustees believe that, since ConRail will continue to operate the estates' rail assets as an integrated rail system, Penn Central should be compensated for the remaining value which the property has for continued rail service. Penn Central informed USRA on June 17 that under this theory the value of the assets to be conveyed to ConRail is approximately \$7.4 billion.

---

## No prospect of ConRail earnings to back up its securities

---

With respect to the form of compensation, the Trustees concluded that "the ConRail securities offered to the Penn Central in return for its rail assets, even on USRA's own projections, will be worthless for the foreseeable future." The Trustees drew attention to the fact that railroad securities are generally valued on the basis of their dividend yield, and that on USRA's own projections the estates will not receive dividends on their ConRail preferred stock until 1986 and will not receive dividends on their ConRail common stock until 2017.

Apart from the lack of dividends on the ConRail stock, Penn Central's own analysis of USRA's projections demonstrates that, contrary to USRA's hope that ConRail can earn \$355 million (in 1973 dollars) by 1985, there is virtually no prospect that ConRail will have any earnings that will give any value to the securities received by the estates.

The Trustees expressed their belief that ConRail will not meet USRA's optimistic projections in part because USRA's restructuring effort had failed to deal with certain underlying problems that have plagued Penn Central and that inevitably will continue to plague ConRail. They identified these problems as passenger service losses, historically inefficient utilization of labor, unprofitable branch lines and duplicative main and secondary lines, costly and inefficient terminal operations, and the need to increase traffic volume.

The Trustees indicated that because there is no longer "the remotest hope that ConRail securities will have any substantial value," the procedures envisioned by the Regional Rail Reorganization Act of 1973 no longer ensure fair and equitable treatment to the estates. These procedures will involve many years of litigation on the valuation issue, subsequent deficiency judgments against ConRail that are likely to bankrupt that carrier, and an eventual Tucker Act suit against the United States.

"It is not unrealistic to suppose that the end of this road will not be reached before 1990," the Trustees stated.

---

## Unfair payment would hurt ability of all railroads to get financing

---

The Trustees warned that Congress' failure to ensure that the estates are treated fairly and equitably with respect to the value, form and timing of compensation will have severe repercussions on the ability of the railroad industry and many other industries to raise capital from the private sector.

"If the lesson to be learned from the Penn Central experience by private investors is that any company or industry clothed with a public interest runs the risk that in the event of severe financial difficulties the government will step in and that the owners and creditors will be treated as the Final System Plan would treat the Penn Central estate, it can be anticipated that the cost of capital in these industries will increase to reflect the additional risk. Indeed, in certain cases private capital may become unavailable at any price."

The Trustees said that the "only potentially valuable consideration to be received by the

(bankrupt) estates for their properties" are the Certificates of Value proposed by USRA as a guarantee of eventual payment by the United States to the estates for the value of their properties conveyed to ConRail. But they objected to the Final System Plan's stipulation that the Certificates of Value would be guaranteed only at USRA's "unrealistic, low estimates of the value of the rail properties to be conveyed."

Consequently, they maintain that the Certi-

ificates of Value fail to achieve their purpose of insuring that "each participating transferor will receive for its properties securities which have a market value not less than its constitutional due."

The statement listed other respects in which the Final System Plan is unfair and inequitable:

(1) The "other benefits" to the Penn Central estate suggested by USRA as potentially offsetting any compensation are based on totally

erroneous assumptions.

(2) The Plan improperly designates for transfer to ConRail Penn Central's stock interest in various corporations whose property is not intended to be covered by the Regional Rail Reorganization Act.

(3) The Plan virtually confiscates Penn Central's inventory of material and supplies and threatens to leave the estate with a working capital deficit of \$180 million.



Tower Operator Vinton L. Hill explains a PC safety rule to son Scott, 14, who later made a poster to illustrate the rule.



Maria Nappo, 16, draws a poster to call attention to a PC safety rule. Her father is Vincent Nappo, an M-of-W foreman.



Christine, 6, isn't too young for contest. Her Dad is Michael Urda, car control clerk.

The last chance to enter

## SAFETY POSTER CONTEST

### PRIZES IN 3 AGE GROUPS

The best posters submitted by Penn Central youngsters will be entered in a national competition sponsored by the Association of Railroad Editors. The Association will award the following prizes in three age groups.

	<u>1st Prize</u>	<u>2nd Prize</u>	<u>3rd Prize</u>
Ages 5 to 10	\$100 Bond	\$50 Bond	\$25 Bond
Ages 11 to 14	\$100 Bond	\$50 Bond	\$25 Bond
Ages 15 to 18	\$100 Bond	\$50 Bond	\$25 Bond

NOVEMBER 10, 1975. That's the last day for mailing entries in the Safety Poster Contest.

PC youngsters—aged 5 to 18—can win prizes by drawing a poster illustrating some Penn Central safety rule.

You're eligible if your father or mother is an active employee of Penn Central Transportation Company.

Here's what you do:

1. Get Dad or Mom to tell you about one of Penn Central's safety rules.

2. Draw a poster illustrating the rule. You may use ink, crayons, paints or magic markers.

3. Add a title or slogan.

4. The poster may be any size up to 17 inches wide and 22 inches high.

5. Fill out the coupon at right and paste it on back of poster.

6. Send it First Class Mail. Mail it as soon as you can, but no later than November 10, 1975.

All entries become the property of Penn Central Transportation Company and cannot be returned.

The best posters received from PC sons and daughters will be entered in a national competition sponsored by the Association of Railroad Editors, which will award the prizes on a national basis.

Fill out and paste on back of poster

Mail to: Safety Poster Contest, Penn Central Safety Dept.,  
Room 1021, Six Penn Center, Phila., Pa. 19104

My name \_\_\_\_\_

Street address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Date of birth \_\_\_\_\_

Phone No. \_\_\_\_\_

Father's (Mother's) name \_\_\_\_\_

Works for Penn Central at \_\_\_\_\_

Department and job title \_\_\_\_\_

## Contribute to United Fund? You mean now?

Yes. Now as much as ever.

With all the uncertainties around us, one thing's sure: You or somebody close to you will someday need the services of some agency supported by united giving.

A sudden illness. . . You'll be glad there's a hospital equipped to take care of it.

An accident. . . You may need blood supplied through the Red Cross.

A troubled youngster. . . The services of a guidance clinic may be called for.

An oldster with special problems. . . There are organizations and institutions to meet needs of this kind.

All these social agencies—and many others—are supported with money collected by annual com-

munity campaigns.

The fund-raising has various names in various communities: United Fund Torch Drive, United Way, United Givers Fund, Community Chest and others.

They all mean the same thing—the most convenient way to contribute to worthy programs. Programs that could someday help YOU. Or those close to you.

This fund-raising method eliminates being solicited time and again by separate agencies.

It's the smartest way to give. Your dollars go farthest.

And the railroad's payroll deduction privilege provides a simple, convenient way to contribute, with payments spaced-out over a period of time.

The campaigns are going on in



Spotlighting the fund-raising are PC secretaries who bear torches symbolizing community campaigns. They are Diane Snyder, Marketing Department; Cynthia Lynn Saunders, Safety; Geraldine Diggins, Revenue & Car Accounting; Linda Ann Freer, Marketing; Mary Hartman, Passenger Operations. Geraldine (center) later was chosen by United Fund to carry the united-giving message to Philadelphia firms.

most areas where railroad people live.

The best time to sign up is. . . NOW.

It's insurance. It insures that hospitals and other essential agencies will continue to be there, whenever you might need them.

# Samuel Rea Caboose Shop Reaches 2,000,000

The Caboose Shop at Holidaysburg, Pa., recorded a lost-time injury on October 16, 1968.

There hasn't been another one since.

In these seven accident-free years, the employees have racked up more than 2,000,000 man-hours and completed heavy repairs on more than 3,800

cabooes.

A.P. Ruscio, general superintendent of Samuel Rea Car Shops, of which the Caboose Shop is a component, challenged the other Car Shop employees to match this performance.

At right, one of the three gangs working at the Caboose Shop poses for a victory portrait.



## Recent Appointments

### SYSTEM OFFICES

#### Trustees

DePodesta, J.F. General Counsel-Reorganization  
Tucker, W.H. Vice President, Boston

#### Legal

Fish, W.J. Chief Claim Agent, N.Y.  
Joyce, G.F. Dist. Claim Agent, Boston  
Nagle, T.P. Asst. Dist. Claim Agent, Boston

#### Real Estate

Seeley, D. Supvr.-Real Estate, N.Y.

#### Finance & Accounting

Barlow, L. Special Accountant-Federal Reimbursement Accounting  
Clark, R.C. Specialist-Passenger Projects  
Davies, A.H. Supvr.-Train Collections  
Deyers, R.T. Benefit Information Specialist  
Gallagher, J.P. Traveling Agent-Train Collections  
Goetze, M. Special Accountant-Federal Reimbursement Accounting  
Kinter, D.E. Special Accountant-Federal Reimbursement Accounting  
Knowlton, J.E. Benefit Information Specialist  
McCarthy, J.H. Special Accountant-Federal Reimbursement Accounting  
Naudasher, L.H. Special Accountant-Federal Reimbursement Accounting

#### Marketing

Bilz, W.H. Mgr.-Freight Car Performance  
Johnson, W.A. Supvr.-Service Quality Control  
McCabe, L.A. Mgr.-Freight Car Performance  
Nock, W.E. Mgr.-Service Quality Control  
Peters, A.L. Mgr.-Pricing (Steel)  
Rowan, S.A. Mgr.-Pricing (Consumer Products)  
Rowland, I.D. Mgr.-Freight Car Performance

#### Sales

Bucaro, L.G. Asst. TrailVan Terminal Mgr., S. Kearny  
Cantrell, D.R. Division Sales Mgr., Detroit  
Carrier, M.N. Asst. Mgr.-TrailVan Sales, Chicago  
DiGiacomo, J.A. Asst. Mgr.-Trailer Service  
Finrock, A.E. Intermodal Sales Mgr., Indianapolis  
Gegeckas, T.R. Mgr.-Intermodal Detention  
Greer III, A.T. Mgr.-National Accounts (Freight Forwarders)  
Henderson, V.B. Division Sales Mgr., Pittsburgh  
Jezuit, W.R. Mgr.-TrailVan Sales, Chicago  
MacKenzie, V. Mgr.-Trailer Service  
Martin, W.P. Asst. Mgr.-Terminal Service-System  
McGlynn, C.M. Asst. Mgr.-Intermodal Profits & Budgets  
McNamara, J.G. Asst. Director-International Sales  
Meredith, R.G. Division Sales Mgr., Youngstown  
Rankin, M.K. Mgr.-Intermodal Sales, Detroit  
Rines, R.D. Intermodal Sales Mgr.  
Shimrak, G. Director-Intermodal Pricing & Marketing  
Smith, A.B. Director-Intermodal & Mail Services  
Tees, R.S. Mgr.-Intermodal Profits & Budgets  
Walker, R.D. Director-Intermodal Sales

#### Labor Relations & Personnel

Bowen, R.C. Supvr.-Labor Relations, Detroit  
Delozier, L.J. Supvr.-Labor Relations, Altoona  
Fredericks, F.W. Mgr.-Administration  
Trilli, H.P. Asst. Mgr.-Labor Relations

#### Purchases & Materials

Campbell, G.C. Mgr.-Materials Movement  
Kotroba, F.J. Purchasing Agent-Forester  
Thomas, L.W. Chief Material Inspector

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

MANAGER — EMPLOYEE PUBLICATIONS  
Joseph Shallit

SYSTEM PHOTOGRAPHER  
Nelson M. Stickler

### Vice President-Staff

Cole, E.P. Electronic Specialist  
Davison, A.J. Sr. Electronic Specialist  
Dawson, E.B. Supvr.-TABS Network  
DePietro, A.J. Network Monitor  
Fenton, D.E. Sr. Network Monitor  
Gaspar, W.G. Sr. Network Monitor  
Jablowski, E.J. Project Control Analyst  
Lambert, R.H. Sr. Network Monitor  
Lerro, J.M. Equipment Planning Mgr.  
Levy, W.J. Coordinator Project Control  
Marquis, M. Specialist-Equipment Control  
Marshall, J.A. Sr. Network Monitor  
Mehok, J.A. Mgr.-Standards & Support

### Transportation

Abbott, R.C. Mgr.-Freight Car Performance  
Connell, T.J. Field Terminal Supvr., Elkhart  
Halliday, H. Supvr.-Locomotive & Caboose Distribution  
Knoll, M.W. Field Terminal Supvr., Lancaster  
Leahy, J.E. Mgr.-Freight Car Performance Projects  
Manning, L.E., III Supvr.-Freight Car Utilization  
Marakoff, B.P. Mgr.-Freight Car Performance-Planning  
McCormick, J.C. Field Terminal Supvr., Bay City  
McCoy, J.V. Field Terminal Supvr., Warren  
Shea, R.C. Field Terminal Supvr., Elkhart  
Smith, K.T. Supvr.-Locomotive & Caboose Distribution

### Engineering

Haines, L.M. Engineer-C&S Construction  
Hawley, J.A. Asst. Engineer-Structures-System  
Hermann, A.R. Engineer-Track  
Hoey, M.W. Civil Engineer  
Kublacki, L.R. Engineer-Structures-System

### Equipment

Carduff, M.A. Supvr.-Locomotive Performance  
McGowan, R.F. Coordinator-Equipment

### Operating Administration

Gynn, E.P. Supvr.-Automobile Terminal, Metuchen  
Kern, D.H. Supvr.-Claims & Prevention, Columbus  
Stuart, T.L. Supvr.-Automobile Terminal, York

### Passenger

Kaberle, J.W. Supvr.-Passenger Contract Administration  
Keim, D.S. Mgr.-Pass Bureau  
Smith, J.B. Administrative Assistant

### METROPOLITAN REGION

Boni, Jr., E.A. Trainmaster, N.Y.  
Cantwell, T.E. Mgr.-Passenger Terminal Operation  
Cogdill, W.F. Equipment & Automotive Engineer  
Heitman, Jr., F.X. Asst. Trainmaster, Brewster  
Hout, A.L. General Foreman-Car, New Haven  
Lauber, J.F. General Foreman-Locomotive  
McKenna, L.J. Director-Passenger Terminal Operation  
Polo, J.R. Engineer-C&S Design  
Stermann, F. Asst. Trainmaster, Stamford  
Therrien, R.G. Passenger Agent, N.Y.

### NORTHEASTERN REGION

Bryce, W.D. Field Engineer-C&S  
Butler, A.B. Project Engineer  
Corsetti, A. Asst. Production Engineer-Track, Providence  
Lane, J.A. Engineer-Costs & Accounting  
Parola, J.J. Asst. Production Engineer  
Whelan, G.C. Regional Office Engineer

### Boston District

O'Connor, J.J. Trainmaster, Boston

### Buffalo Division

Fowler, D.J. Trainmaster, E. Buffalo  
Wood, J.C. Trainmaster, Buffalo

### Mohawk-Hudson Division

Agrusti, R. Road Foreman, Selkirk  
Cardinal, V.D. Asst. Superintendent, Utica  
Dubay, D.H. Terminal Trainmaster, Selkirk  
Watterson, R.C. Terminal Superintendent, DeWitt

### New England Division

Cross, E.C. Division Superintendent  
Knapp, A.G. Office Engineer, New Haven

### NORTHEAST CORRIDOR REGION

Corty, C.E. Regional Mechanical Supvr.-Freight Cars  
Dailey, G.T. General Supt.-Operations  
Doughty, G.N. Asst. Supt.-Operations-Passenger  
Eelman, C. Asst. Coordinator, N.E.C.D.P.  
Lombardi, E.J. Coordinator-Locomotive Testing  
Putnam, Jr., P.C. Asst. Road Foreman-Coordinator, D.O.T.  
Rutledge, R.A. Asst. General Manager-Passenger  
Smith, J.M. Traveling Agent-Train Collections  
Thomas, H.G. Asst. Production Engineer-Track, Harrisburg  
Yeatman, W.E. N.R.P.C. Contract Analyst

### Chesapeake Division

Dickerson, B.S. Terminal Trainmaster, Baltimore  
Strandquist, S.H. Terminal Superintendent, Edge Moor  
Tees, J.P. General Foreman-Car, Baltimore

### Harrisburg Division

Bolyard, J.D. Asst. Superintendent, Harrisburg  
Lynch, J.K. Supvr.-Track, Northumberland

### New Jersey Division

Femiano, M.J. Asst. Supvr.-Structures, Newark  
Stefanovich, E.F. Terminal Trainmaster, Meadows  
Stone, L.E. Supvr.-Track, New Brunswick  
Wolfe, G.L. Asst. Supvr.-Track, New Brunswick

### Philadelphia District

Braun, N.F. Asst. General Foreman  
Bryan, E.C. Master Mechanic-M.U.  
Costello, P.J. General Foreman, Paoli  
Cunane, J.F. Road Foreman  
Horner, T.C. Mechanical Inspector  
Kay, J.J. Mechanical Supervisor  
Nash, S.A. Asst. General Foreman, Paoli

### Philadelphia Terminal Division

DiPietro, A.F. Supervisor-Track, Camden  
Donlen, J.W. Trainmaster  
Sykes, W.T. Asst. Supvr.-Track

### CENTRAL REGION

Geist, D.M. Engineer-C&S  
Gutshall, D.L. Field Engineer-C&S  
Pegelow, W.F. Staff Engineer-C&S

### Allegheny Division

Maisano, C.J. Supvr.-Track, Cresson  
Miller, R.P. Asst. Supvr.-Track, Altoona  
Rittenhouse, P.E. Div. Road Foreman, Altoona

### Pittsburgh Division

Anders, J.Q. Terminal Supt., Conway  
Devlin, Jr., J.J. Asst. General Foreman-Car, Mingo Jct.  
Miller, P.E. Supervisor-C&S  
Reinhart, J.L. Asst. Supvr.-C&S  
Short, R.L. Division Superintendent  
Stanovich, G.M. Supvr.-Track, Conway

### Valley Division

Babbit, G.A. Trainmaster, Alliance  
Bender, J.F. Supvr.-Track, Wooster  
Calderone, C.J. General Foreman, Canton  
Hatton, R.E. Division Superintendent  
Stout, D.O. Asst. Supvr.-C&S, Youngstown

### NORTHERN REGION

Arthurs, N.L. Asst. Superintendent-Operations  
Blevins, A.C. Superintendent-Police

### Detroit Division

Coover, R.W. Division Superintendent  
Hendricks, A.K. Asst. General Foreman-Car  
McGraw, N.F. Trainmaster, Detroit  
Shepard, E.E. Asst. Superintendent  
Will, T.K. Trainmaster, Bay City

### Michigan Division

Duncan, A.F. Asst. Superintendent  
Krafft, D.R. Office Engineer

Miller, Jr., H.C. Trainmaster, Jackson  
Myles, A.T. Trainmaster, Battle Creek  
Osborn, E.A. Division Road Foreman  
Rigdon, G.M. Asst. Division Engineer  
Valentine, D. Trainmaster, Grand Rapids

### WESTERN REGION

Conklin, C.J. Captain-Police  
Mays, R.D. General Inspector-C&S  
Shope, B.A. Staff Engineer-C&S  
Smith, J.H. Communications Engineer-C&S

### Chicago Division

Baffa, J.M. Asst. Trainmaster, Englewood  
Hess, R.M. Gen. Foreman-Locomotive (Night)  
Johnson, R.L. Trainmaster, Colehour  
Kennedy, M.J. Gen. Foreman-Car (Night)  
Kovaka, J.S. Trainmaster, 59th Street  
Kuraszek, H. Gen. Foreman-Car  
Leppert, Jr., M.E. Terminal Trainmaster, Elkhart  
Longs, B.I. Asst. Gen. Foreman-Car  
Stevens, H.E. Gen. Foreman-Locomotive  
Sturgis, R.L. Gen. Foreman-Car (Night)  
Taylor, D.E. Trainmaster, Elkhart  
Wilson, D.L. Asst. Superintendent

### Cleveland Division

Glenn, L.T. Trainmaster, Collinwood  
Hirst, D.L. Gen. Foreman-Car, Rockport

### Fort Wayne Division

Niemier, W.J. Gen. Foreman-Locomotive  
Overton, F.E. Mechanical Supvr.  
Taylor, W.I. Asst. Superintendent

### Toledo Division

Cole, D.L. Road Foreman  
Fraser, J.A. Asst. Superintendent  
Kelly, R.J. Terminal Superintendent  
Shackleton, J.R. Asst. Terminal Superintendent

### SOUTHERN REGION

Benedict, W.G. Captain-Police, Columbus  
Konechnik, F.J. Asst. Supvr.-Locomotive Control  
Mangus, J.R. Asst. Superintendent-Operations

### Cincinnati Division

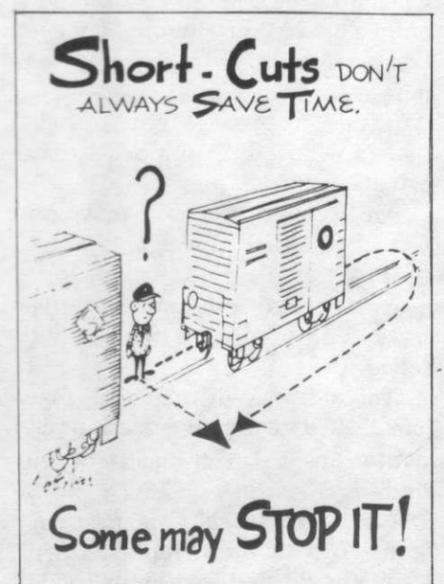
Hanna, C.E. Asst. Gen. Foreman, Sharonville  
Meyers, C.F. Gen. Foreman-Car, Sharonville  
Miller, J.W. Supvr.-Track, Urbana  
Moore, J.C. Asst. Supvr.-Train Operation  
Richardson, S.A. Supvr.-Track, Springfield  
Wilson, T.L. Trainmaster, Cincinnati

### Columbus Division

Dattilo, J.J. Material Engineer  
Dickson, C.S. Equipment Engineer  
Diehl, R.P. Asst. Division Engineer  
Kreiss, D.J. Division Engineer  
Larson, D.E. Trainmaster-Road Engineer

### Southwest Division

Bahler, J.H. Trainmaster, Indianapolis  
McCollom, M.J. Asst. Supvr.-Track, Hillsboro  
Murphy, A.W. Supvr.-Track, Hillsboro  
Noel, D.R. Gen. Foreman-Locomotive, Avon



# PC PEOPLE



## Penn Central Is Tops

When John Koluder was transferred from Cleveland two years ago as the new PC trainmaster at Marion, Ind., one of the first things he sought to do was to strengthen the railroad's image in the community.

He heard that the city's Pal Club needed sponsors for the T-Ball League — a modified form of baseball for youngsters 6 to 9.

This was an ideal activity for John Koluder. He liked baseball. Besides, the youngest of his six children, Christopher, was 9 years old and wanted to play.

So Trainmaster Koluder signed on. He dug into his pocket for \$100 to outfit a team with shirts and caps. Naturally,

the team was named "Penn Central."

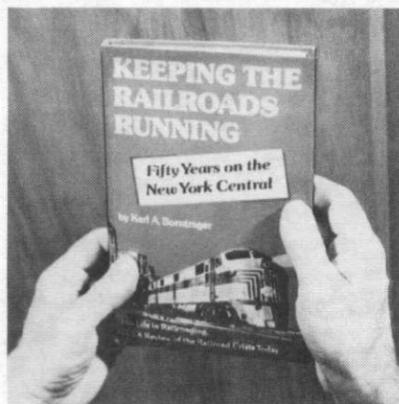
After a so-so season in 1974, John Koluder agreed to sponsor another Penn Central team in 1975. This time, the team uniforms cost him \$125.

And this one was a winner. The team topped its division with 11 wins, no losses; then went on to win four straight league tourney games.

"It was kind of thrilling to keep reading headlines in the sports news, PENN CENTRAL WINS," said John Koluder.

"That's what I call a positive image."

In the photo from *Sports Hotline*, Mr. Koluder is second from left in top row.



## Karl Borntreger's Story

Karl A. Borntreger started railroading in 1917 in a temporary engineering job. He retired as senior vice president of the New York Central in 1957, but he continued to be involved in special railroad assignments.

He served the Central through prosperity and depression, the changeover from steam to diesel, the growth of subsidized competition, the changes in management, the proxy fight that gave control to Robert R. Young.

He tells about all this in a 256-page book, *Keeping the Railroads Running*, published by Hastings House, New York (\$8.95).

The book begins with his boyhood on a Pennsylvania farm and ends with his analysis of today's railroad crisis.

He says the industry as a whole urgently needs relief from passenger service losses, unfair taxes, excessive crew requirements, unfair division of freight revenues, and restrictive government control of freight rates.

He believes that the bankrupt

railroad network can be made viable if the lines are rehabilitated, sufficient cars and locomotives are provided "to furnish at least the service we had 20 years ago," and freedom is granted to set flexible rates to attract new freight traffic.



## Found: \$920

Steve Moreno's first day at work as a coach cleaner at Detroit was July 2, 1975.

His second day on the job, he found a wallet while sweeping an Amtrak car just in from Chicago. His eyes popped when he saw the contents.

Steve quickly delivered the wallet to M.F. Walker, master mechanic. A count showed \$420 in cash and \$500 in traveler's cheques.

It took four days for the Detroit Division superintendent's office to trace the owner, a Chicago woman who had gone to Novi, Mich., on vacation. She was astonished and thankful to see her vacation money coming back to her intact.

B.L. Strohl, general manager of PC's Northern Region, later wrote to Steve Moreno: "I want to personally thank you for handling this matter in such a way as to create an image for yourself and Penn Central that everyone can be proud of."



## MBA President

In 1913 a group of railroaders founded the Mutual Beneficial Association of Pennsylvania Railroad Employees to provide economical life insurance as well as social and charitable activities.

Today this oldest of railroad beneficial organizations continues to provide these services for thousands of Penn Central employees and their families.

Recently inaugurated as the seventh general-president in the MBA's history is Edmund P. DeCeck, a railroader with 35 years' service in maintenance of equipment. He is currently making a "Grand Tour" of the Penn Central to meet with railroad officials and MBA members in key cities across the System.

## Honoring Women

Many communities gave recognition to railroad people during National Transportation Week.

As part of its observance, the City of Philadelphia designated "Railroad Women's Day."

A proclamation issued by Mayor Frank L. Rizzo noted that "women in railroading have made vital contributions toward their industry's service to the public."

The proclamation called attention to the efforts of the National Association of Railway Business Women "to stimulate greater public awareness of the railroads' essentiality in our nation's energy crisis."

In the photo, Daniel J. McKenna, deputy city representative, presents the proclamation to Anne M. Hughes, corresponding secretary of the Association's Philadelphia chapter. She is a clerk in PC's Property Accounting Office.



## Alfreda's Remedy

It all started with a nagging backache.

Alfreda Butler consulted a chiropractor, who suggested she take up dancing to relieve muscle tension.

A friend told her about a belly-dancing class. Alfreda signed up.

In a couple of months, the chronic backache had disappeared.

Alfreda went on to another belly-dancing course, at the Y. Soon she was performing at shopping malls to promote the Y. Then came professional engagements at a Greek restaurant, at parties, weddings, and charitable fund-raising events.

Some friends at PC's FACTerminal in Buffalo, N.Y., where Alfreda is a billing machine operator, asked her to teach them belly-dancing. Since then, students have

come from a wide area.

"Belly-dancing is not hootchy-kootchy," Alfreda Butler explains. "It's a cultural expression of the Middle East. It's performed not only by women but by men and children.

"It releases tension, adds poise, and gives healthful exercise to every part of the body."

It's also great for losing weight, she adds — "provided you don't end each session with a pizza."

Alfreda has two sons. "When I first took up belly-dancing, they thought I was going mad," she says. "Now they're very proud of me."

In the photo, Alfreda teaches PC employees and friends: Lorraine Dirrigl, Mary DeAngelis, Fran Canorro, Carol Jonas, Linda Amidon.



# Going to College With Financial Aid

Scholarships have been awarded recently to 41 sons and daughters of Penn Central Transportation Company employees to help meet college expenses in the next four years.

The money does not come from railroad funds. It is provided from trust funds administered by the Company with the guidance of a scholarship selection service.

Twenty-three of this year's awards were Frank Thomson Scholarships, which were endowed by the family of Mr. Thomson, president of the Pennsylvania Railroad from 1897 to 1899. These scholarships are offered each year to **dependent sons of active, retired or deceased employees, for studies leading to an engineering degree.**

Seventeen scholarships were awarded through a fund originally established by the Women's Aid of the Pennsylvania Railroad. These scholarships are offered each year to **dependent sons and daughters**

of active, retired or deceased employees, for any recognized course of study leading to a bachelor's degree.

One scholarship was awarded under a fund established by Department No. 3, Pennsylvania Railroad Women's Division for War Relief, and is available every four years to a son or daughter of an employee in the Sales & Marketing Department. The winner this year was John J. Sheehan.

Awards under these funds are based on scholastic ability and financial need (except for two Frank Thomson scholarships granted solely on ability, without regard to need; this year's two winners in this category were David L. Crouthamel and Charles D. Edwards, Jr.)

**High school seniors planning to enter college in September, 1976, are invited to apply for Frank Thomson Scholarships or Women's Aid Scholarships.**

Two additional scholarships, gen-

erally awarded every four years, will also be available to students starting college in September, 1976. These two scholarships are:

The John Clark Sims Memorial Scholarship, endowed in memory of a former Secretary of the Pennsylvania Railroad Company, provides tuition at the University of Pennsylvania. This is open to a dependent son of an active, retired or deceased employee. The scholarship will be awarded by the university on the basis of financial need and scholastic ability.

The William Henry Brown Memorial Scholarship, endowed in memory of a former Chief Engineer of the PRR, provides aid toward educational expenses at Princeton University. This is open to a dependent son of an active, retired or deceased employee. The scholarship will be awarded by Princeton University on the basis of need and scholastic ability.

High school seniors interested in applying for any of the above scholarships may obtain detailed information and application forms from supervisors-personnel at the Penn Central Labor Relations and Personnel offices in Chicago, Detroit, Indianapolis, Pittsburgh, Altoona, Philadelphia, New York and New Haven.

Students at other locations may obtain information and application forms by writing to John J. Maher, Vice President-Administration, Penn Central Transportation Company, Room 1234, Six Penn Center, Phila., PA 19104.

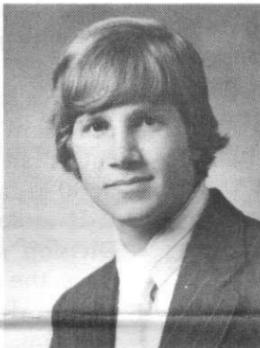
Applicants for the Women's Aid or Frank Thomson scholarships must take the Scholastic Aptitude Test on November 1, December 6 or January 24. In addition, applicants for the Frank Thomson Scholarships must take Achievement Tests in English, Mathematics Level I, and Physics or Chemistry.

Applicants for the John Clark Sims Memorial Scholarship should write to the Dean of Admissions, University of Pennsylvania, for entrance requirements, advising the university and Mr. Maher of their interest in the award.

Applicants for the William Henry Brown Memorial Scholarship should write the Admissions Office, Princeton University, for entrance requirements, advising the university and Mr. Maher of their interest in the award.

In all cases, interested students are advised to process the scholarship application forms without undue delay. The completed forms should be submitted no later than December 31, 1975.

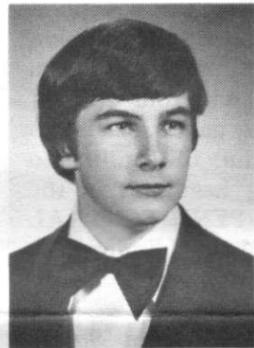
This year's PC  
Scholarship Winners  
are shown in  
alphabetical order



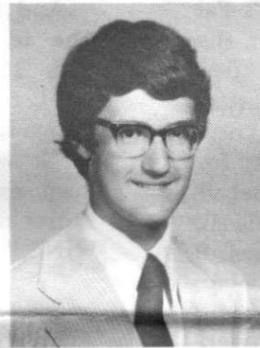
Dana Batley, son of A. L. Batley, field terminal supervisor, Corning, N. Y.



Beth Brainard, daughter of S. R. Brainard, field terminal agent, Hartford, Ct.



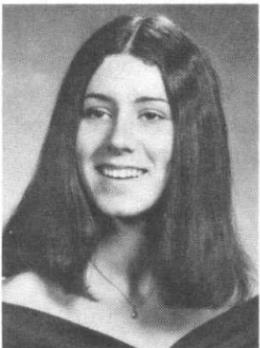
Paul M. Bruey, the son of W. Bruey, block operator at Philadelphia, Pa.



John S. Brzostowski, Jr. Father was motive power foreman, Wilkes-Barre, Pa.



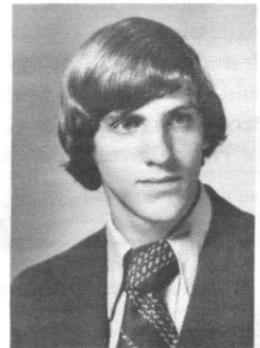
Diane L. Buckley, daughter of J.B. Buckley, conductor at Boston, Mass.



Suzanne Chaewsky, daughter of Leo Chaewsky, brakeman at Selkirk Yard



Thomas J. Coffey, son of E.J. Coffey, freight conductor, Morrisville, Pa.



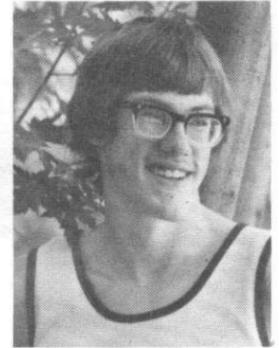
Maurice A. Confer, son of the late LeRoy V. Confer, machinist at Conway, Pa.



Michael J. Correale, son of M.A. Correale, clerk-typist at New York, N.Y.



David L. Crouthamel, son of Clarence Crouthamel, clerk, Phillipsburg, N.J.



Wayne M. Delia, son of J.D. Delia, ticket agent at Poughkeepsie, N.Y.



Mary E. Early, daughter of train clerk E.N. Early, North Haven, Conn.



Charles D. Edwards, Jr., son of S. Edwards, Jr., systems consultant, Phila.



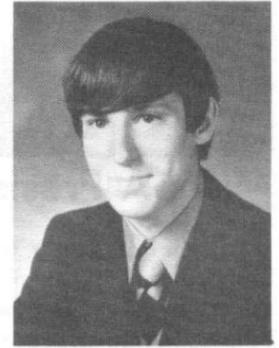
Marla E. English, daughter of E.E. English, retired conductor, Columbus, O.



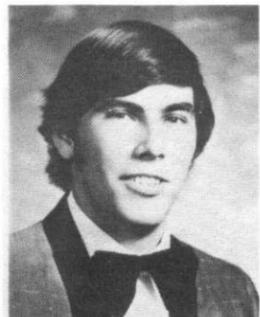
Kevin J. Handerhan, son of T. L. Handerhan, engineer, Pittsburgh, Pa.



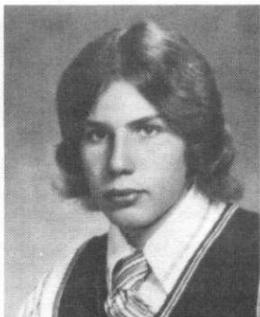
John Harouse, the son of John Harouse, car inspector, Weirton Jct., W. Va.



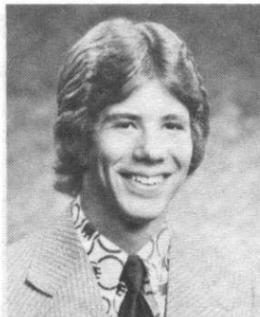
Frank C. Hibben, the son of F. W. Hibben, a yardmaster at Elyria, Ohio



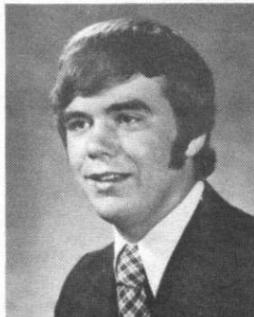
Ronald G. Hull, the son of J. E. Hull, assistant general foreman, Phila.



James A. Kane, the son of A. E. Kane, locomotive engineer, Boston, Mass.



Michael W. Kernan, son of D. L., train operation supervisor, Cleveland, O.



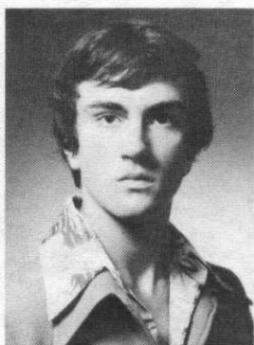
Stephen Klotz, son of Mrs. Dolores Pennycoff, steno, Williamsport, Pa.



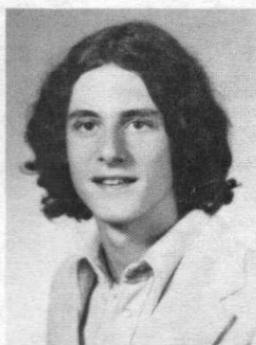
Glen I. Langston, son of C. W. Langston, supervisor-track, Bryan, Ohio



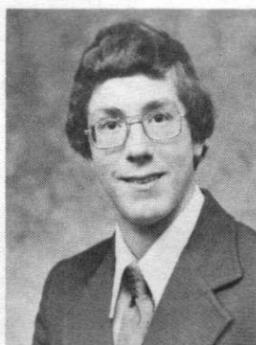
Bruce J. Liban, son of Henry Liban, electrical engineer at Philadelphia



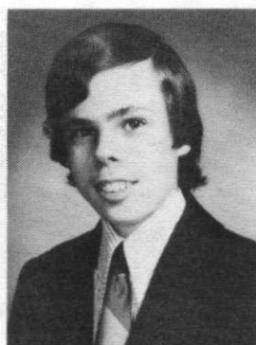
David L. McCarthy, son of S. L. McCarthy, retired PC sales representative



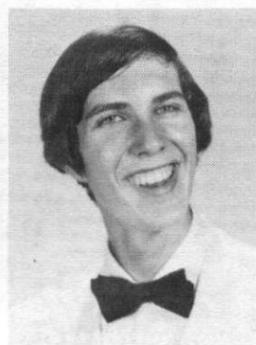
Donald McGetrick, son of the late D. J. McGetrick, engineman, New Haven



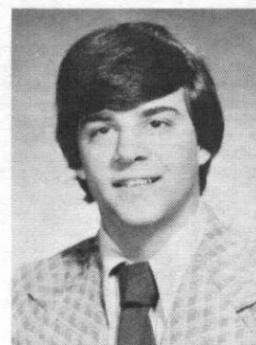
Thomas O. Meder, son of E. C. Meder, a clerk at Conway, Pa., Central Reg.



Gary Meeker, son of the late W.F. Meeker, manager-security administration



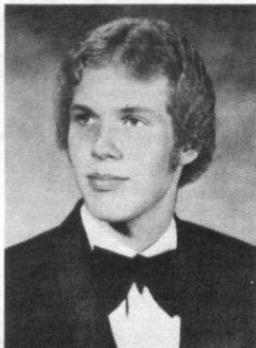
Robert Mullaney, the son of G. F. Mullaney, head clerk, Financial Dept.



Thomas O. Mummert, son of F.M. Mummert, clerk at Enola Yard, Pa.



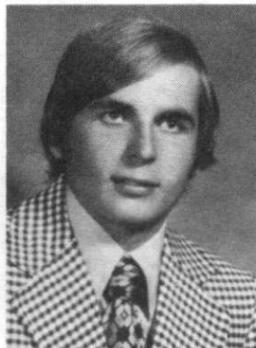
Martha Naughton, daughter of B.J. Naughton, office mgr., Indianapolis.



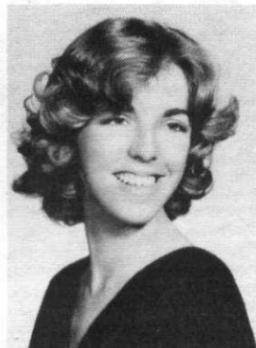
Robert K. Paquin, son of R.A. Paquin, car repairman welder, Baltimore



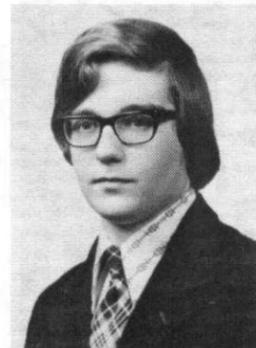
Suzanne, daughter of R.A. Piche, car control clerk, South Braintree, Mass.



Karl E. Powidzki, son of K.C. Powidzki, agreement engineer at Philadelphia.



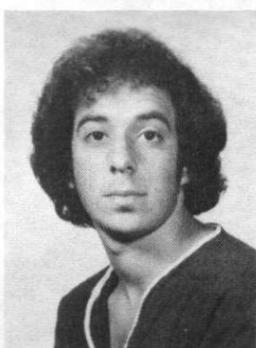
Ellen Rooney, daughter of C.F. Rooney, planner-equipment capital budget



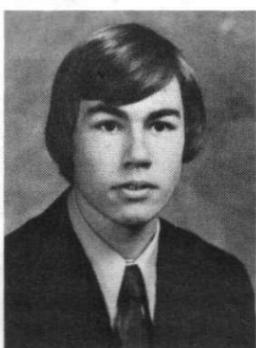
Robert F. Russell, son of P. L. Russell, signal maintainer, Selkirk, N.Y.



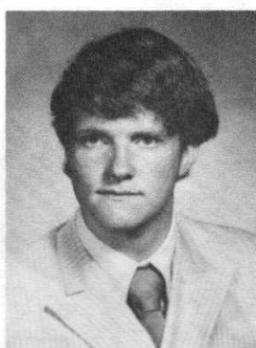
John J. Sheehan, son of W. E. Sheehan, manager-pricing, Sales Department



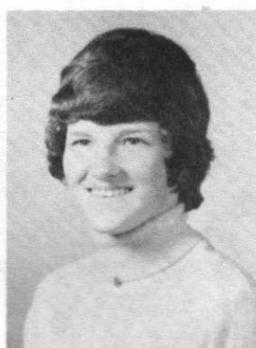
Mitchell C. Sockett, son of B.S. Sockett, supervisor of training, New York



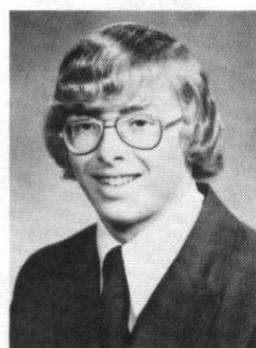
Michael J. Trench, son of R.J. Trench, clerk in Accounting Dept., Phila.



Brian R. Wells, son of R.J. Wells, electronic specialist, Selkirk, N.Y.



Donna, daughter of J.A. Wettstone, engineer of structures, New Haven



Mark Zimmerman, son of G. J. Zimmerman, claim account rep., Buffalo

# An Advance Look at Christmas



It's always dismaying to order Christmas gifts and find they're caught in the holiday mail crunch.

PC Souvenirs wants to make sure that any gifts you order will arrive well before Santa Claus.

For an early start, mail the coupon at right, and Penn Central Souvenirs will send you a free 1975 gift catalogue, like the one being read by Diane Snyder, secretary in Penn Central's Marketing Department.

You'll find 16 pages of distinctive gift ideas with a railroad flavor. Send for your copy now.

Penn Central Souvenirs, 1040 Six Penn Center Philadelphia, PA 19104

Please send a free 1975 gift catalogue to:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

