

**PENN CENTRAL**



# POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

OCTOBER 1, 1968

## SCHOLARSHIP GIRL

See Page Four



# Now here's the winning name!

## TrailVan

Penn Central has a new name for its piggyback services: TrailVan.

And C. O. Waibel, a communications and signal maintainer on the Pittsburgh Division, is richer by \$1,000.

Mr. Waibel won the top prize in the contest announced in the June 1 issue of the Penn Central Post.

The purpose was to find a new name for the two major types of piggyback service.

The hauling of loaded truck-trailers on flatcars was called TrucTrain service on the PRR.

The hauling of freight in metal containers was called Flexi-Van service on the New York Central.

The new merged railroad wanted a name to cover both kinds of service.

Mr. Waibel's entry was chosen from among the thousands of entries as best expressing both types of service in brief, distinctive, easy-to-say, easy-to-remember form.

"The instant I thought of it, it seemed exactly right," said Mr. Waibel, who started work on the Railroad as a laborer in the Stores Department 26 years ago.

The contest judges were members of the following departments: Traffic; Mail, Express & Highway Services; Public Relations & Advertising.

Before the winning name was given final approval, Penn Central's Legal Department checked to make sure no other company had registered the same name as a trademark or service mark.

Mr. Waibel's entry was the only one submitted in exactly this form—TrailVan—written as one word, with the T and V capitalized. This was considered ideally suited to make an attractive emblem, and distinctive enough to merit registration by the United States Patent Office.

A number of other Railroaders submitted the same name but in different form—as two words or as a hyphenated word or as a single word without capitalizing the T and V.

The first 10 entries that were



The winner! C. O. Waibel, communications & signal maintainer, Pittsburgh Division.

mailed in these forms were selected for the runner-up prizes—\$50 each.

Penn Central intends to give rigorous promotion to its piggyback services under the new name. The Railroad is optimistic about the continued growth of truck-trailer and container movement on flatcars.

Just last month, Penn Central gave the highball to another improvement in piggyback service—a faster move for freight going from New York, North Jersey and Philadelphia to major cities in the South.

The train leaves Kearny, N.J., each night except Sunday, adds cars at Philadelphia, and then completes a fast overnight run to Potomac Yard, south of Washington, D. C.

It relays right on through Potomac Yard and all the way to Hamlet, North Carolina, without having to stop for switching. This means faster service for such destinations as Atlanta, Savannah, Birmingham and Jacksonville.

This train and Penn Central's other piggyback trains will provide the power to make TrailVan a new word for better service.

### FIRST PRIZE—\$1,000

C. O. WAIBEL, maintainer, C. & S., Radebaugh, Pa.

### SECONDARY AWARDS—\$50 each

RICHARD L. STEELE, traffic clerk, Youngstown, Ohio

GEORGE R. KEITER, car inspector, Enola, Pa.

BEN L. MOORE, chief accounting engineer, Detroit, Mich.

JOHN E. STRICKLINE, assignment clerk, Baltimore, Md.

E. J. SCHWARTZ, yardmaster, Morrisville, Pa.

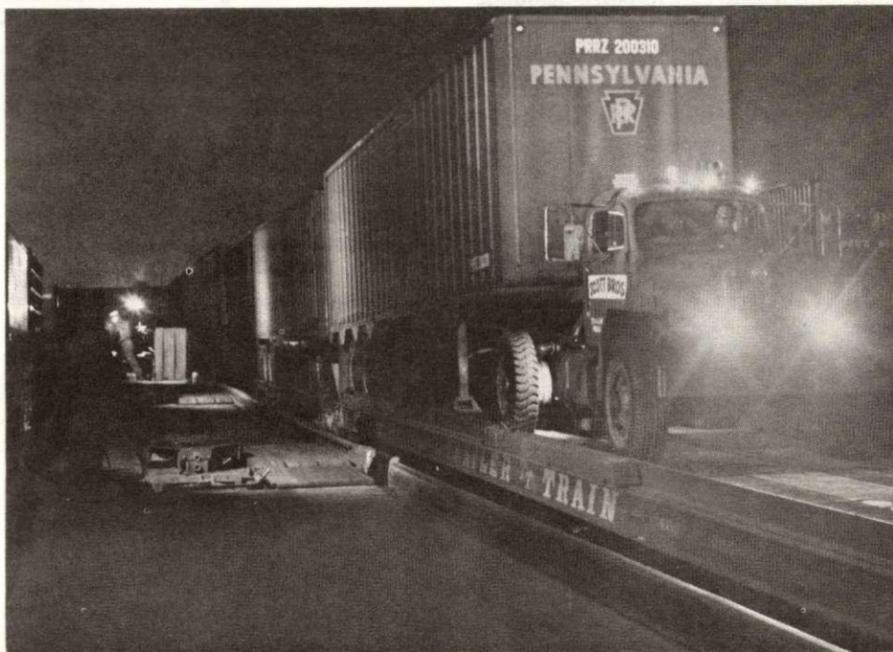
W. J. KELLY, JR., district sales manager, Phoenix, Arizona

JOSEPH L. POLLARD III, rate clerk, Philadelphia

J. F. SEALOCK, yard conductor, Columbus, Ohio

HAROLD I. BLAIR, office manager, passenger sales, New York

DONALD H. LITTLE, electrician, Enola, Pa.



This was called TrucTrain. Freight in trailers rides the rails on flatcars, then goes over the highway for final delivery to the customer. This service now will be called TrailVan.



This was called Flexi-Van. Freight in metal containers rides on flatcars, or on highway wheels, or on ocean vessels. This service now also will be called TrailVan.



Supt. W. C. Conn, at Livernois Yard, Detroit, gives U.S. Bonds to Conductor E. W. Walton (left) and Brakeman J. C. Sargente (right) for catching pair of trespassers.

## Trespassers . . . and Trouble

As the 67-car freight lumbered out of Livernois Yard in Detroit, two boys began playing with a yard switch which the train was passing.

Brakeman Joseph C. Sargente, looking ahead from the cabin car, saw the boys but had no time to give warning.

They lifted a lever, opening the switch. Freight cars began tumbling off the rails.

Mr. Sargente yelled to his freight conductor, E. W. Walton, "Pull the air! We're going off!"

Mr. Walton jerked the emergency air valve, setting the brakes on the entire train.

The boys ran away, up an

embankment. Mr. Sargente ran and caught them.

"You could have killed somebody, or got killed yourselves!" he told the two boys, aged 10 and 11. "The railroad is no playground!"

Nine cars had been derailed and about 200 feet of track torn up.

The boys were turned over to Detroit police. Superintendent W. C. Conn gave each trainman a U.S. Bond, donated by General Manager William B. Salter as part of a Northern Region program to enlist the help of all Railroaders in keeping trespassers off the property.

# Merger news! PSVEAGOP becomes PCVEAGOP

Said Robert Caldwell, assistant supervisor of motive power control, a New York Central man, "May I have this dance?"

"You may," said Joan E. Knowlton, clerk in the Employee Benefits Department and a PRR girl.

And so, to the music of a four-piece combo, the Penn Central merger forged ahead.

At one of the dinner tables, H. Clifford Hamlet, retired PRR assistant supervisor of electrical engineering, picked a ticket stub out of a hat and read off the lucky number. The winner of the \$5 table prize was an NYC man—William L. Drugan.



Two from the NYC and one PRR: Adam Hobb, James R. Ferrante, T. L. Taylor are PC asst. supervisors, motive power.



C. H. Yocum, secretary of PSVEAGOP—er, PCVEAGOP—starts the festivities. At the head table are other officers: E. J. Robinson, office manager, Freight Claims; W. L. Miller, office manager, Insurance Division; James Templeton, clerk, General Accounting; P. F. Nolan, asst. treasurer; Betty A. Tierney, clerk to superintendent, Phila. Div.

"The merger's going great," affirmed Mr. Drugan, now a Penn Central supervisor of motive power.

It all happened at the 44th annual dinner-dance of PSVEAGOP. That stands for Pennsylvania System Veteran Employees Association, General Offices, Philadelphia.

As soon as the dinner-dance was over, the officers held a meeting and voted to change the name.

So it's now officially *Penn Central* Veteran Employees Association, General Offices, Philadelphia—or PCVEAGOP for short.

The word "veteran" means you need at least 15 years of railroad service to be a member.

However, younger employes are welcomed to the annual dinner-dance. "They'll be eligible veterans someday, so we want them to get acquainted now," explained Calvin

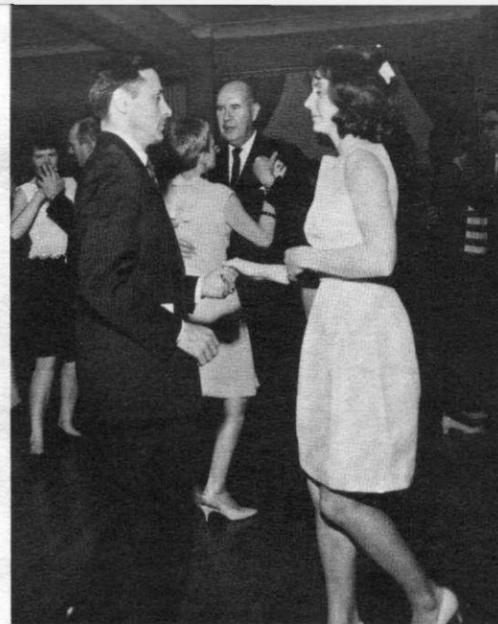
H. Yocum, secretary of the association and a retired statistician in the PRR Operating Department.

Almost 500 persons showed up for the dinner-dance at Philadelphia. Music was provided by Bill Brooks' Accounting Swingers. Bill Brooks, playing trumpet, is a clerk in the Office of Revenue Accounting. Playing stringed bass was Ted Verlander, Insurance Department clerk. The other bandmen were non-railroad people.

Watching the proceedings, Adam Hobb, assistant supervisor of motive power, who came off the New York Central, remarked:

"Best thing that ever happened—the biggest progressive step the railroads have ever taken."

It was hard to tell whether he was talking about the merged railroad or the merged dance.



Analyst Clyde Volpe and Stenographer Ella Bedell do a Penn Central jitterbug.



Robert Caldwell, from the NYC, displays merger spirit with Joan Knowlton, PRR.



Where the action is: Richard Cirucci, an asst. examiner, Harrisburg, and his wife.



Officer Zayas and man he saved wait for ambulance (N. Y. News photo).

## They watched ... and didn't do a thing

Penn Central Patrolman Harry H. Zayas was driving his patrol car near the Harlem River in New York City, and noticed people on the bank talking excitedly and pointing.

They were watching a man drown.

"There must have been 70 people," he recalled later. "They were just standing on the bank while the drowning man's companion yelled for help.

"Nobody offered any."

Mr. Zayas pulled to the side of the road, quickly shed his hat, shoes and revolver, and dove into the water.

About 65 feet off the shore, the man in trouble had gone under. His companion, treading water, guided Mr. Zayas to the

spot where the victim had last been seen.

"When I got there," Mr. Zayas said, "my heart sank. I couldn't see a thing in the murky water. I took a deep breath and went under. The water was so filthy all I could do was feel around. Luckily, I found him."

Mr. Zayas grabbed the man's hair and pulled him to the surface. He let the powerful current carry them downstream and eventually to the shore.

"When I got him out of the water I thought he was dead," the patrolman said. "Blood was coming from his mouth and he had turned purple. But I flopped him over and applied artificial respiration.

"In about 20 minutes he came around.

"All this time, the people just stood around, watching. I asked one of them to call my headquarters on my car radio and he did. Finally the ambulance came and took us both to the hospital."

The rescued man was kept at the hospital. Mr. Zayas declined treatment, and returned to duty on Penn Central's Hudson Division the same day.

He still is appalled by the apathy of the crowd:

"I was thinking about it while I was swimming out to rescue the guy: 'Here I am trying to save him and I don't know a thing about lifesaving. And out there all those people, and not one of them raising a hand.'

"Well, I guess there's no use going over that. I'm just glad I came along when I did."

## Why Beatrice can now cook in Chinese

Mrs. Beatrice Singer, a ticket clerk at Penn Station in New York, can now cook Chinese dinners. How this came about is explained in a letter from Dr. Ts'ai-fan Yu, of Mt. Sinai Hospital in New York:

"I am writing to express my appreciation for the efficiency of your office and Mrs. Singer's honesty. I bought a round trip ticket from New York to Baltimore at one of the windows at Penn Station. I paid Mrs. Singer, the lady at the window, \$17.50 cash and then decided to pay by check. I left the window in quite a hurry and forgot to pick up the cash. The money was refunded to me without difficulty after I came back from Baltimore several days later.

"In order to show my appreciation, I am sending Mrs. Singer a Chinese cookbook in care of your office."

# The easiest way to help others



To paraphrase the popular song, "People who like people are the luckiest people in the world."

There are many ways to express this liking.

One way—used by hundreds of thousands—is to contribute to the annual fund-raising for community agencies.

"This is the way to make your dollars go farthest in helping those who need help," said P. D. Fox, chairman of Penn Central solicitors



Stuart T. Saunders, board chairman, receives his Fair Share button from P. D. Fox, PC vice president—administration.

for the United Fund Torch Drive in the Philadelphia area.

The fund-raising campaigns have varied names in different cities—United Fund, United Givers Fund, Community Chest, and others.

"Whatever your community calls it, you can be assured that it gives you a means to make a single pledge that will aid many social agencies, eliminating the need for many separate drives and solicitations," said Mr. Fox, who is Penn Central vice president—administration.

"Your one Fair Share gift helps many people. And among the people may be yourself or your family, if you ever need hospital care or any other kind of aid provided by social agencies."

At a recent meeting at Philadelphia, all Penn Central people were urged to make Fair Share contributions to their community campaigns.

Stuart T. Saunders, Penn Central's board chairman, pointed out that these campaigns help finance social



Stuart T. Saunders, Penn Central board chairman, discusses need for every citizen's participation in community giving.

agencies that are a "front line of defense against delinquency and youth crimes.

"They also make a major contribution to our hospitals and health organizations, and provide assistance, comfort and recreational resources for our men and women in the armed services.

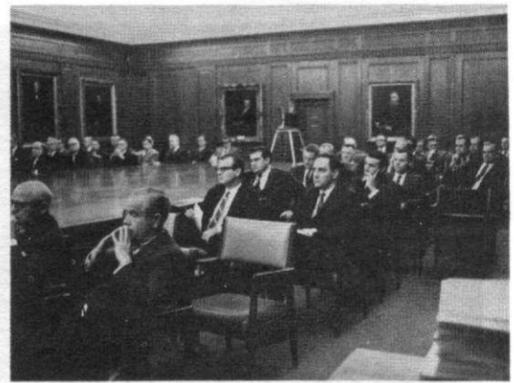
"These community needs are vital to a healthy society, and they must be provided by one means or another. If they are not met through the willing contributions of a free society, there is little doubt that they will be met through compulsory taxation.

"I believe that private efforts provide the more economical and satisfactory course."

As one of the features of the meeting, the solicitors voted on a Penn Central candidate for the Miss Torch contest. There were six contestants, representing various System departments. The winner was Linda M. Allen, secretary in the Financial Department.

She will compete with young women representing other Philadelphia-based companies for the honor of serving as official hostess for this year's fund-raising campaign.

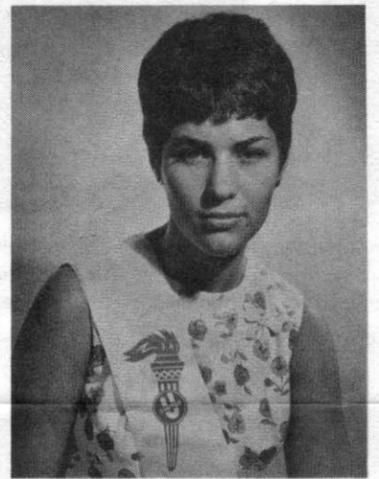
Chosen Miss Torch in a vote by United Fund solicitors is Linda M. Allen, secretary in Penn Central's Financial Department.



Penn Central men who will solicit contributions to the United Fund hear a report on the many agencies that will be helped.



Secretaries competing for the title of Miss Torch in UF campaign were: Maria Millano, Beverly Baker, Mary Ulrich, Linda Allen, Helen Zimmerman and Dorothy Marella.



## See it in the Encyclopaedia



A. J. Allison, West Virginia Pulp and Paper Co., talks to Penn Central men at Altoona.

What's the Encyclopaedia Britannica have to do with the men who handle freight cars through Altoona?

And what do the men and encyclopaedia have to do with icebergs?

The answer came out at a meeting in the Juniata Yard office at Altoona Pa., on the Penn Central's Allegheny Division.

The meeting was called by H. C. McHenry, supervisor of damage control, following some complaints from shippers about damage to carloads of paper. Mr. McHenry thought this ought to be discussed with the men who move and inspect the

freight cars. Trainmaster R. W. Coover and District Sales Manager G. L. Wendorf helped set up the meeting.

The speaker they invited was A. J. Allison, traffic manager of West Virginia Pulp and Paper Company, which has a plant in nearby Tyrone.

His company produces fine paper for books—including the Encyclopaedia Britannica—as well as paper for calendars, posters, billboards, envelopes and numerous other items.

"Paper is a sensitive thing," Mr. Allison told the Penn Central men.

"It bruises easily.

"At our plant, we take a lot of

trouble to load our carloads of paper properly.

"We count on you men to move the cars safely to the customer.

"Damaged paper means money out of our pockets—but it means money out of your pockets, too. If you and I don't make sure the customer gets his paper on time, and in good shape, the first thing he thinks about is shifting his traffic somewhere else."

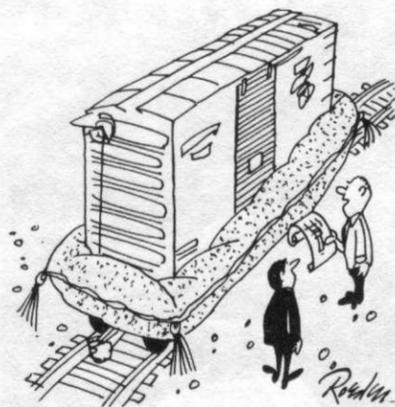
Mr. Allison explained what he calls the "iceberg theory" of freight damage:

"Damaged freight affects customer relations in a detrimental way, most of which is not readily apparent. As with an iceberg, more is hidden than is visible on the surface."

That shook up at least one listener enough to consult the section on icebergs in the Encyclopaedia Britannica. He read:

"Only one-ninth of the mass of ice is seen above water."

These words were printed on paper that may have moved via Penn Central rails from the paper mill at Tyrone.



"Sure, I told you to design a cushion-underframe car, but . . ."

## Above and beyond

When graduating seniors at Yeadon (Pa.) High School take their annual trip, they depend on **John Tracey**, passenger sales representative, to make the arrangements.

"I just wanted to get a letter off to you in regard to Mr. Tracey," writes Charles K. Marsden, senior class advisor.

"I have now been on four trips with him. He always gives us service above and beyond the expectations of his job. He is completely conscientious and thoughtful in dealing with the people I represent.

"He is a credit to your new merged railroad company."

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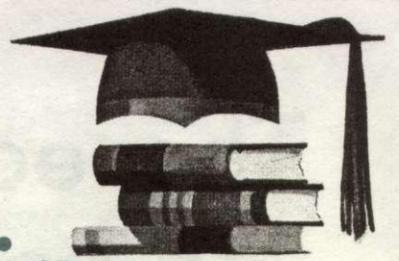
The Canton (Ohio) Automobile Club knows whom to call to arrange a tour. He's **J. Marion Hall**, Penn Central passenger agent.

"Many thanks for the fine cooperation you, your staff and the railroad gave us on our recent tour," wrote Don L. Schrag general manager of the club, after a rail trip to California.

"The real test of service came on the return. Our train was held up two hours near Hastings, Nebraska. We pulled into Chicago at about the time the Broadway was to leave.

"As soon as the train stopped, I was contacted by the passenger representative and the Red Caps were there to take our baggage. Within 10 minutes all people and all luggage were loaded on."

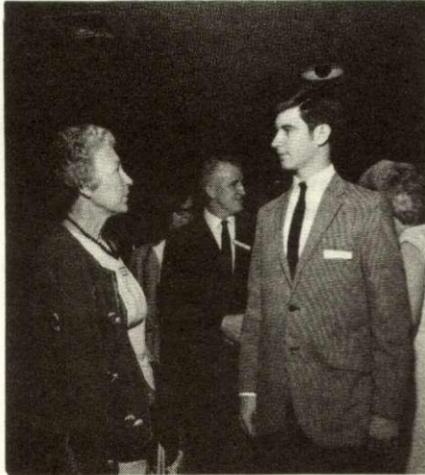
# 27 More Scholarships Are Awarded



Seated around the Board of Directors' table, scholarship winners and their parents receive congratulations from Guy W. Knight, Penn Central senior vice president.



Frank Leanza, who came with his father and sister, is registered by W. W. Hepding, Labor Relations & Personnel Dept.



Thomas J. Lacey discusses his plans for a law career with Mrs. Henry W. Large, wife of Penn Central executive vice president.



Scholarship Winners Doug White, Peyton Barr and Robert Patterson chat with Mrs. Stuart T. Saunders, wife of PC's chairman, and Mrs. William A. Lashley, wife of vice president, Public Relations & Advertising.



Donna Gutshall and Mary Zanghi, from PC's Central Region, tour Philadelphia.

The scholarship students and parents visit the historic Betsy Ross House, where America's first national flag was produced.

Thomas R. Horey and his parents, of Buffalo, N.Y., in tour of Independence Hall, pause at statue of Commodore John Barry.



The letter was addressed to Richard G. Johnston, but he wasn't home when it arrived, so his mother opened it.

"I never do such a thing," she said later, "but the envelope said Penn Central Company, and I thought this might be a notification that..."

It was. The Railroad was notifying Richard that he had been awarded a scholarship.

Mrs. Johnston, wife of Block Operator Richard J. Johnston, Central Region, promptly phoned her son, who was at his grandfather's home, mowing the lawn.

"Come home right away!" she exclaimed. "You have some news!"

There were similar news and similar excitement in the homes of 26 other Penn Central employees as the Railroad awarded scholarships to help pay the costs of college education.

The 23 sons and four daughters of Railroaders will receive a total of \$64,000 over the next four years.

When the letter came to the home of Donna Jean Gutshall, her father, Eugene B., a Penn Central conductor, was there to receive it.

"There's a little surprise for you," he said, when Donna came home from her part-time job as a supermarket cashier.

The award will help her complete her studies to become an expert in correcting speech defects.

Richard J. Sujdak got a job as a mailman this summer to help raise funds for college. But some other mailman delivered the welcome letter to his home, and Richard had news to tell when his father, Joseph A. Sujdak, crane operator at Scully (Pa.) Car Shop, came in the door.

For Mary J. Zanghi, the scholarship letter brought a ray of happiness in a house of mourning. Her father, Fred J. Zanghi, a maintenance-of-way foreman with 43 years of service, died suddenly of a heart attack on March 25.

With these new scholarship winners, there will be a total of 99 sons and daughters of Railroaders who will be attending college this fall through two scholarship funds administered by Penn Central.

"No other railroad in the country has a scholarship program that matches ours," said Guy W. Knight, senior vice president, as he addressed the winners and their parents at Penn Central headquarters in Philadelphia.

Mrs. Stuart T. Saunders, wife of Penn Central's board chairman, told

## Now NYC families are eligible too

The funds under which scholarships are granted were set up for the children of Pennsylvania Railroad families. Now the scope has been enlarged to include all Penn Central families, whether they are originally from the New York Central or the PRR.

All persons desiring information on next year's scholarship awards are advised to write promptly to:

Guy W. Knight, Senior Vice President, Penn Central Company, Room 1234, Six Penn Center, Philadelphia, Pa. 19104.

the students, "Your presence here today is proof that you have exercised your ability to perform in superior fashion.

"I congratulate all of you, and especially the parents who have given you the love, the help and the direction which have brought you to this point. All of us are proud of you."

Mrs. Saunders is director general of the Women's Aid of the Pennsylvania Railroad, which established a scholarship fund for sons and daughters of living, retired or deceased employees. The grants are available for any recognized course of study. Thirteen scholarships were awarded this year through the Women's Aid.

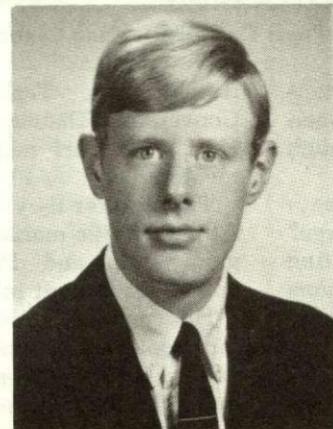
The remaining 14 awards were granted by the Frank Thomson Scholarship Fund, established in memory of the Pennsylvania Railroad's sixth president, who served from 1897 to 1899. Sons of living, retired or deceased employees are eligible. The grants are restricted to courses in engineering.

The awards in both groups of scholarships are based on scholastic ability and financial need (except for two Frank Thomson scholarships awarded each year solely on ability, without regard to need).

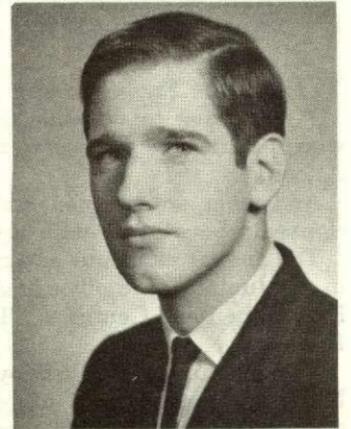
In a few cases, grants are made to those who have already completed a year of college, if there has been a severe change in the family's financial situation.

On the cover: Susan J. Herman and other scholarship winners, with their parents, see the Liberty Bell in tour of historic Colonial sites.

WINNERS are shown on these two pages in alphabetical order



Peyton W. Barr, Wynnewood, Pa., son of Paschal W. Barr, retired assistant engineer of motive power, will attend Colgate U.

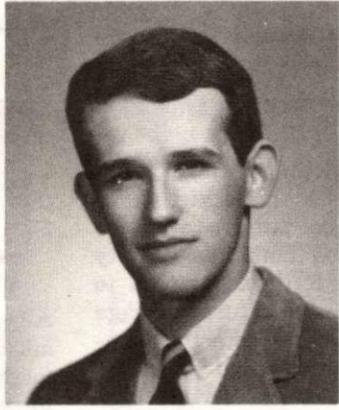


Kenneth J. Benditt, son of the late Joseph C. Johnson, electrician, Eastern Region, will study political science at Niagara U.

# Students share 4-year grants totaling \$64,000



Joseph Brzostowski, son of the late John S. Brzostowski, motive power foreman, Eastern Reg., is studying business at Penn State.



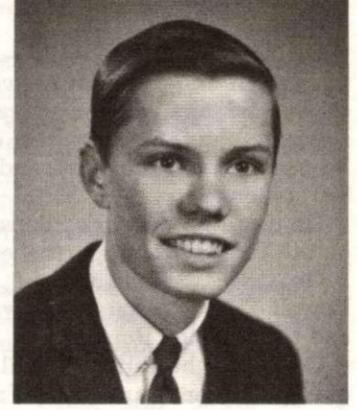
Thomas J. Crossley will major in drama at Juniata College. His father was the late Thomas J. Crossley, Eastern Region fireman.



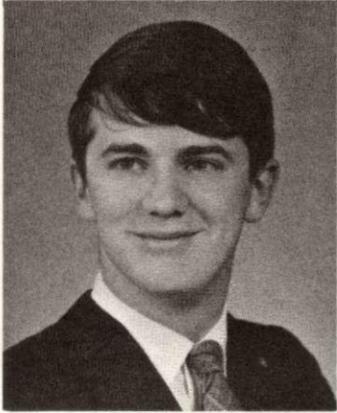
John W. Duffy, son of Daniel J., Eastern Region engineman, plans major study in chemical engineering at Villanova University.



Thomas L. Duvall, Jr., son of Thomas L. Duvall, trainman at Pittsburgh, is arranging to enroll at Johns Hopkins University.



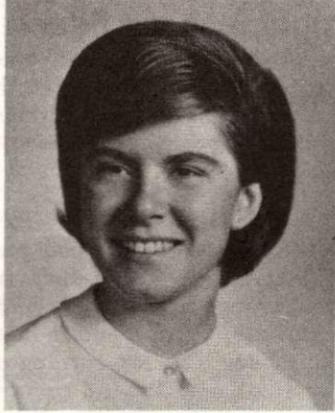
Daniel L. Dvorak, son of John J. Dvorak, electrician at Terre Haute, Ind., will take electrical engineering at Rose Polytechnic.



Mark L. Eisenman will take civil engineering at Ohio State University. His father, Francis L., is a crossing watchman at Columbus.



Ronald A. Gruici, son of Emmett A. Gruici, accountant in freight claim department, will study engineering at Pennsylvania State.



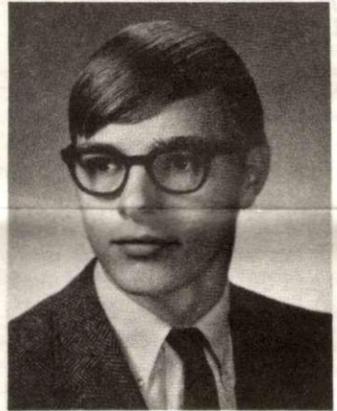
Donna J. Gutshall is specializing in speech therapy at Penn State. Her father, Eugene B. Gutshall, is a conductor in Central Region.



Susan J. Herman will be a math major at Bucknell. Her father, John R. Herman, Jr., is an analyst in Business Systems Dept.



Thomas E. Hokemeyer will study engineering at University of Virginia. His father, Phillip H., is office manager at Baltimore.



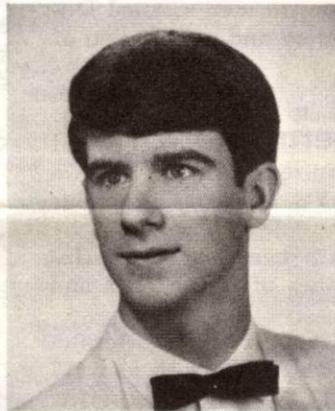
Thomas R. Horey will study biology at Rensselaer Polytechnic Institute. Father, Lester F. Horey, is a claim agent at Buffalo, N.Y.



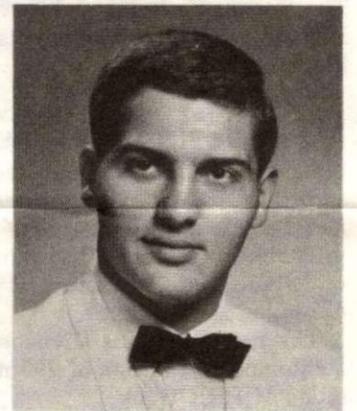
Richard G. Johnston will major in physics at Pennsylvania State. His father, Richard J. Johnston, is block operator at Pittsburgh.



Thomas A. King will study electrical engineering at Johns Hopkins. His father, Clarence W., is an engineman at Baltimore, Md.



Thomas J. Lacey will take a pre-law course at Michigan State. Father, Thomas J. Lacey, is movement director in Eastern Region.



Frank M. Lanza, son of Samuel R., a freight claim inspector at Jersey City, N.J., will go to the Newark College of Engineering.



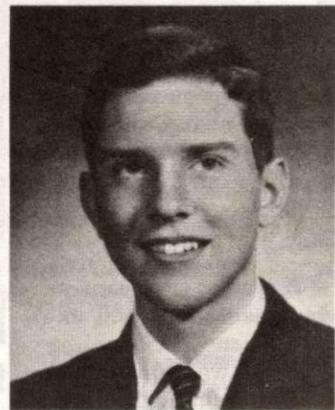
James B. McHugh, son of the late Bernard J. McHugh, car foreman at Camden, N.J., will major in history at Syracuse University.



Gregory A. Moses is studying English at St. Bonaventure University. His father, was the late Edward A. Moses, a yardmaster.



Karen L. Palmer is majoring in English at Bridgewater College. Her father, Andrew J., retired as a fireman at Delmar, Delaware.



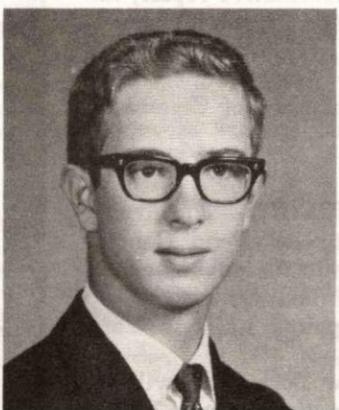
Robert E. Patterson, son of Mrs. Marie J. Mendenhall, car record clerk, will take chemistry at Rensselaer Polytechnic Institute.



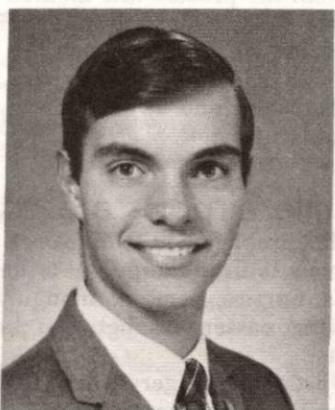
Craig F. Russ, son of Franklin A. Russ, engineer of bridges and buildings, will major in physics at the University of Delaware.



Richard J. Sujdak, son of Joseph A. Sujdak, crane operator at Carnegie, Pa., will take chemistry at Carnegie-Mellon University.



George L. Weaver, son of Harry G. Weaver, car inspector at Creson, Pa., will take chemical engineering at Lycoming College.



Douglas C. White, son of William G. White, buyer in Purchasing Department, will take chemical engineering course at Cornell.



Lawrence E. White, son of Edward A. White, Pittsburgh conductor, will major in engineering at Carnegie-Mellon University.



Mary J. Zanghi will study Spanish at Mansfield State College. Her father, the late Fred J. Zanghi, was an M.W. foreman.

# OPEN LINE

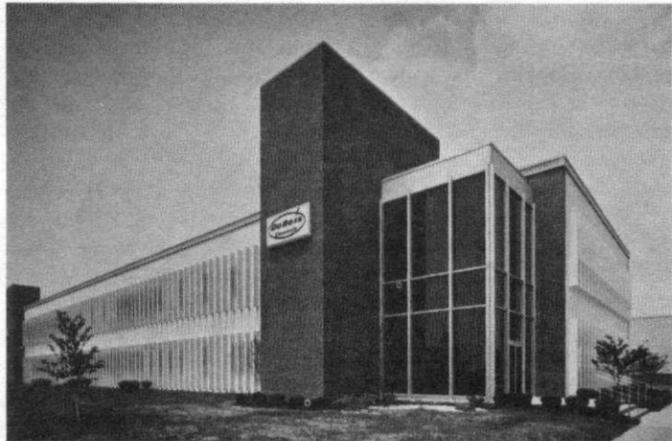
REPORTS FROM ALL OVER

**Railroads on radio**—An advertising campaign has gotten underway on network radio to promote interest in and appreciation of railroads. Spot commercials, sponsored by the Association of American Railroads, will be used on news, feature and sports programs heard on 896 stations.

On the ABC network, the radio messages will be heard on the Tom Harmon sports show and other programs.

On CBS, the ads will be carried on such shows as Lowell Thomas, Douglas Edwards, the First Line Report and the Morning Report.

On NBC, the railroads will be a participating sponsor of News on the Hour, News of the World, and Monitor.



**New plant for PC rails**—DuBois Chemicals, division of W. R. Grace & Company, recently dedicated a new plant at Sharonville, Ohio, near Cincinnati. The company manufactures and markets cleaning and processing compounds for all phases of industry, institutions, and the food, beverage and transportation fields. The new plant, built on a 20-acre site, is served by Penn Central. The Railroad's Industrial Development men assisted DuBois for several years in the selection and preparation of the industrial site.

**New design for Southern**—The Penn Central Southern Region has been reorganized, blending the two former PRR and two former NYC Divisions into four new Divisions.

The new Indiana Division, with headquarters in Indianapolis, Ind., combines 694 miles of NYC track and 427 miles of PRR track.

The new St. Louis Division, also with headquarters in Indianapolis, consists of 765 miles of NYC track and 477 miles of PRR track.

The new Cincinnati Division, with headquarters in Cincinnati, Ohio, has 675 miles of PRR track and 490 miles of NYC track.

The new Columbus Division, with headquarters in Union Station at Columbus, Ohio, consists of 907 miles of NYC track and 387 miles of PRR track.

All four Divisions are staffed by a mixture of former PRR and NYC officers.

To enable the newly rearranged Region to provide better service, a big new yard is to be built near Columbus, and major yard improvements and expansions are set for Sharon Yard, near Cincinnati, and Big Four Yard, near Indianapolis.

**For safer car coupling**—A study group consisting of Government and railroad representatives will explore ways to boost the safety and efficiency of coupling and uncoupling freight cars. The move was announced by A. Scheffer Lang, Federal Railroad Administrator in Department of Transportation, and Thomas M. Goodfellow, president of Association of American Railroads.

The study will help meet demands for "greater freight hauling capacity and service, and improved safety for operating employees," they said in a joint statement.

**Northern Division moves**—The headquarters of Penn Central's Northern Division has moved from Buffalo, N.Y., to Williamsport, Pa., under Superintendent T. E. Jordan. Still at Buffalo is the headquarters of the Buffalo Division.

**New museum**—The Indiana Museum of Transport and Communications, at Forest Park in Noblesville, Ind., was dedicated recently with the driving of a golden spike by Jeremy Taylor, general manager of Penn Central's Southern Region. The museum, operated by a non-profit organization, features railroad locomotives and cars, interurban cars and communications relics of bygone days.

**Air competition**—Freight carried by airlines between American cities increased 22 percent in the first

six months of 1968, the Air Transport Association has reported. Eleven trunk airlines, 10 local service airlines and 3 all-freight airlines are involved.

**Fare increase is sought**—Penn Central has filed tariffs with the New York State Public Service Commission, proposing fare increases on suburban trains serving the Westchester, Putnam and Dutchess County areas north of New York City. The Railroad pointed to higher payroll costs effective this year and further wage increases and payroll taxes due to become effective January 1, in explanation of the need for increased revenues.

The Railroad stated that this suburban service suffered a net loss of nearly \$500,000 in the first three months of 1968, and said that the fare increase now being sought is expected only to cover the increased labor costs and will not provide funds for new equipment.

**Assignment for Beech Grove**—The car shop at Beech Grove, Ind., has been designated to repair or replace interior fittings for the damage-free types of freight cars. The interior fittings help secure shipments against shifting during movement over the rails.

**More rolling stock**—To better serve Penn Central customers, the Railroad has placed orders for 100 more high-speed, heavy-duty freight locomotive units. They will range from 3,000 to 3,600 horsepower.

Meanwhile, Penn Central men at Samuel Rea Shop, Hollidaysburg, Pa., are turning out 379 new 60-foot box-cars and 361 new 100-ton covered hopper cars.

**About the New Haven**—The Interstate Commerce Commission, at the direction of Federal courts at New York and New Haven, scheduled a hearing on October 7 to reconsider terms for including the New Haven Railroad in the Penn Central System. One of the key matters to be taken up is whether January 1, 1969, should properly be set as the date for the inclusion.

**Safety thought**—A safety slogan contest, conducted for station employes in North Jersey and adjacent Pennsylvania points, was won by Don D. Vuolo, head clerk at Morrisville, Pa. His entry:

"You are on the right track when you train your thinking with Safety."

The slogan has been made into a poster and displayed at stations in Penn Central's River Division.



**From Germany**—Representing the West German Government in a study of American industrial developments, Dr. Friedrich W. Baer-Kaupert was recently the guest of the Altoona Area Chamber of Commerce and visited Penn Central's Altoona Works.

After hearing General Superintendent John C. White explain the process-line method of locomotive repair, the visitor said, "Our railroads in Europe are highly developed, but we don't have this."

Photo shows Mr. White and Dr. Baer-Kaupert with C. E. Maier and R. G. Garvin, Chamber of Commerce officials.

**While airports are congested**—The airway traffic problems at New York City led Penn Central officials to urge the public to look into the advantages of PC's Empire Service, inaugurated last December and serving passengers between key points in New York State.

Upstate passengers bound for New York City "will not have to circle the city for two or three hours before reaching their terminal," an official pointed out. "Nor will they then have to get limousine or taxi service to the center of town. Our trains deliver them directly to the midtown area."



"I was interested to note your August 1 issue as it seems to be almost entirely devoted to the PRR facilities. I welcome this opportunity to view the fine qualities of our merged brothers; however, I am sure that the former PRR people would like to see what a fine railroad the NYC was and is."—Kevin L. Ryan, New York Region.

We appreciate your sentiment. We try to cover both parts of the family equally; but depending on the way the news breaks, some issues will appear more NYC, some more PRR.

"This letter is to thank you and your staff for that beautiful article, 'Equal Opportunity, without regard to race, creed or color.' In the area in which I work, the Chicago Division Transportation Department, we are making advancements, too. A lot of the credit can go to Mr. W. T. Ewing, Superintendent, and Mr. H. J. Kristak, Office Manager, who are unselfishly helping to train employes who want to move up to a better position in the Company."—Valaida G. Cloyd, stenographer clerk, Chicago, Ill.

"Congratulations on the Penn Central Post. I always enjoy reading it, but miss the old 'On The Way Up' column very much. It was always nice to see the names of friends in print and be informed of their whereabouts. I am sure there are many who feel as I do."—George E. Anacker, assistant trainmaster, Enola, Pa. See 'New Appointments' in this issue.—J.S.

"Since the Penn Central Post is new and all, how about changing the back cover to a new PC Miss Careful Handling?"—Bob Beals, trackman, Cadillac, Mich.

The Miss C.H. ads we're currently using were produced by the AAR for all American railroads.—J.S.

"As a 'rail buff,' I would like to have a subscription to the magazine. Can you tell me how I can go about obtaining this?"—Lillian H. Goodman, Chicago, Ill.

Non-employees can subscribe at \$2 for two years. They receive the issues dated Jan. 1, March 1, May 1, July 1, Sept. 1, and Nov. 1.—J.S.

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

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## PC MAN AT WORK:

# Shipping Christmas overseas

There wasn't a snowflake in sight, and it was much too



hot to sing Jingle Bells.

But here was John J. Irwin stacking Christmas trees for loading in a boxcar.

"It's a little early," he said, "but these Christmas trees are special. They're going to the troops in Vietnam."

John Irwin is a stower at Penn Central's Freight Service Center in Alston, Massachusetts, where shipments are loaded in boxcars as well as in Flexi-Van containers.

Why are Christmas trees shipped in summer?

"Because the flow of supplies to Vietnam is so heavy," Mr. Irwin explained. "We have to get the trees on the move now to make sure they reach the front-line troops before Christmas."

The trees, made of synthetic materials, are trucked from a Rhode Island manufacturer to Alston, Mass. Then they travel by PC boxcar to Chicago, and by connecting railroads to California, where they go into the hold of a ship bound for Saigon.

# Headed for the top of ABC

To any bowler, the biggest letters in the alphabet are ABC.

That stands for the American Bowling Congress, which prescribes the official rules, registers leagues and tournaments, and keeps an eye on the game from coast to coast.

And now here comes a Railroader highballing toward the presidency of this organization.

He's Herman C. Rider. He started railroading as a laborer in the New York Central shops in West Albany, N.Y., in 1912, and rose to become chief field service inspector, retiring in 1962.

Paralleling his railroad experience is his bowling career.

He organized a bowling

league at the Railroad YMCA in West Albany in 1917. Then as he was transferred by the railroad, he headed up bowling activities in Pittsburgh, western Pennsylvania, Cleveland.

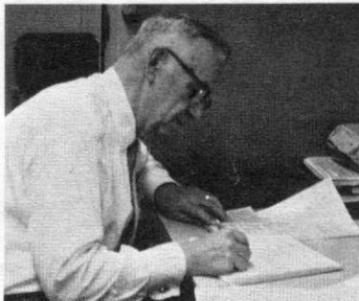
In 1960, Mr. Rider was elected tenth vice president of the American Bowling Congress; in 1968, first vice president.

And if the normal progression is followed, he's slated to be selected president of this national organization next year.

Mr. Rider, who lives in Euclid, Ohio, still bowls at least once a week, though he's not as hot as he was in his younger days, when he carried a 194 average, had a high single game of 286 and a 3-game series of 732.

"Bowling," he says "is the route to good health and longevity. And the most enjoyable features of the game are the sportsmanship and friendship.

"I'm particularly interested now in our Junior program, which teaches the basics of the game to youngsters 8 to 18. It's great to introduce them to this wonderful lifetime sport."



# NEW APPOINTMENTS

## SYSTEM OFFICES

### Accounting Department

Andreano, N. J. Head Clerk  
Coggins, F. E. Cashier—Rents  
Curry, R. J. Supvr.—Car Acctg.—Records  
Danglo, J. J. Asst. Supvr.—System Office Accounts  
Diamond, W. C. Supvr. Accounting Policy  
Doyle, E. F. File Clerk  
Feaster, D. F. Office Supervisor  
Ford, J. W. Supvr.—Real Estate Accounting  
Fornuff, E. W. Accounting Analyst  
Gidley, T. M. Special Accountant  
Holmes, P. R. Supvr.—Road Accounting  
Long, E. W. Asst. Chief—Rent Accounting  
Malony, G. E. Chief-I & C Accounting  
Mathews, J. J. Special Accountant  
McCorkell, R. L. J. Supervisor  
McIlpatrick, W. J. Asst. Supvr.—Reproduction—Phila.  
Nawn, N. J. Mgr. Personnel Acctg. Practices  
Simpson, A. J. Asst. File Clerk  
Small, T. N. Accounting Analyst  
Tenaglio, D. A. Asst. Cashier  
Thorpe, J. C. Supervisor  
Yeager, D. L. Graphic Analyst

### Tax Department

Antoine, W. C. Asst. Vice Pres.—Taxes  
Brennan, T. A. Property Tax Accountant  
Collins, T. J., Jr. Asst. Mgr.—State and Local Taxes  
Commaker, S. General Tax Agent  
Costanzo, D. C. Manager—Federal Taxes  
Dilworth, W. C. Manager—Property Taxes  
Freudiger, J. Jr. Asst. Mgr.—Federal Taxes  
Hain, R. B. Director—Property Taxes  
Harrison, M. M., Jr. Tax Agent  
Hurrelbrinck, L. G. Tax Agent  
Lahner, W. F., Jr. Property Tax Attorney  
Mayberry, C. D. General Tax Agent  
O'Brien, T. J., Jr. Asst. Mgr.—Federal Taxes  
Ogle, J. L. General Tax Agent  
Parker, C. E. General Tax Agent  
Short, R. A. Tax Agent

### Finance Department

Dermond, J. E. Asst. Vice Pres.—Corporate  
Hinkle, B. F. Asst. Treasurer—Banking  
Loder, R. W. Asst. Vice Pres.—Investments

### Exec. Vice President (Operations)

Adelizzi, J. C. Secy. to Exec. Vice Pres.  
Cummings, J. J. Office Supervisor  
Fredericks, F. W. Administrative Asst.

### Engineering Department

Bodner, A. M. Asst. Capital Expenditure Engr.  
Collins, W. G. Asst. Supvr. Budgets & Statistics  
Haynes, R. R. Asst. Supvr. Budgets & Statistics  
Klueh, R. J. Capital Expenditure Engr.  
Oberhau, F. A. Engineering Control Analyst  
Relovsky, T. E. Office Supervisor  
Rooney, C. F. Supvr. Budgets & Statistics  
Yarsinsky, R. J. Administrative Asst.

### Maintenance of Way Department

Adams, R. H. Asst. Supvr. Budgets & Statistics

Bitting, H. C. Senior Structural Inspector  
Bucceri, F. Supt. M. W. Shop (Canton)  
Campbell, H. G., Jr. Structural Engr.—Inspection

Case, J. D. Supt. Welding Plants  
Cresson, M. P. Supvr.—Ballast Cleaning & Rail Grinding

Day, F. D. System Engr.—B&B Maint.  
Duncan, J. F. Asst. Supvr. Maint. of Way Expenditures

Edmonson, R. W. Supvr.—Field Equipment  
Fisher, D. D. Supt. M. W. Shop (Harrisburg)

Fleck, W. C. Supvr. Scale Inspection & Erection  
Fudge, F. J. Timber Engr.  
Gillam, M. M. Supvr.—Ballast Cleaning & Rail Grinding

Goold, W. H. Mgr.—Track Material  
Gordon, B. J. Engr.—Maint. of Way System  
Gorsuch, R. E. Mgr.—Reclamation & Welding Plants

Green, L. W. Mgr.—Methods & Cost Control  
Greene, H. P. Structural Engr.—Inspection  
Hammond, W. T. Engr. Standards

Hendrickson, P. M. Supvr.—Structural Welders  
Herrick, C. C. Engr.—Track  
Hillard, E. N. Supvr.—Structural Welders  
Howser, D. W. Designer/Track

Hughes, M. J. Supt.—Field Welding  
Kemmerer, W. G., Jr. Engr.—Track Material  
Kepler, R. G. Supvr. Welding Plant (Lucknow)

Kerns, C. R. Field Engr.—Standards  
Kerns, M. E. Supt.—Maint. Equipment  
Mangum, W. K. Safety Engr.

Manning, G. E. Asst. Supvr.—Rail Train  
Mueller, J. W. Production Mgr. Maint. Equipment

Shaw, A. E. Engr.—Maint. Equipment  
Stone, M. L. Supvr.—M. W. Car Utilization  
Sutherland, D. A. Supt.—System Maint. Gangs

Swartz, S. A. Engr.—Rail Testing  
Watkins, A. P. Supvr.—Welding & Cropping Plant (Columbus)

Wysocki, C. E. Engr. Asst.

### Communications and Signals

Alexander, H. Mgr.—C&S Systems  
Boyd, R. H. Material Engr.—C&S  
Brown, R. H. Electronics Engr.  
Early, J. A. Mgr.—C&S Design  
Greaves, D. W. Engr.—Circuit Design  
Rappaport, H. Field Engr. C&S

### Design and Construction

Baxter, W. Resident Engr. (Waynesburg Southern RR)  
Campbell, J. A. Senior Architectural Engr.  
Cunningham, T. P. Asst. Chief Engr.—Staff  
Huelsman, E. J. Resident Engr. (A. E. Perlman Yd.)  
Kirschner, J. M. Resident Engr. (Phila.)  
Kleiss, F. A. Designer  
Klemstine, F. O. Mechanical Engr.  
Koehler, M. L. Engr.—Structures  
Lowery, R. D. Asst. Engr.—Construction  
Maddock, W. R. Resident Engr. (Rensselaer)  
Maloney, T. F. Asst. Engr.—Construction  
Mason, R. M. Asst. Agreement Engr.

McNally, H. J. Asst. Chief Engr.—Special Projects  
Morrison, D. H. Resident Engr. (GCT—Air Rights)

O'Connor, C. E. Staff Engr.—Structures  
Sponseller, W. J. Engr.—Construction  
Valocsik, J. E. Asst. Engr.

Wallenius, J. W. Asst. Chief Engr.—Design  
Weaver, K. E. Architectural Designer  
Werner, G. F. Designer

### Systems Development Department

Ahrens, J. D. Assoc. Computer Analyst  
Barry, J. F. Mgr.—Indianapolis Data Center (Indianapolis)

Bennett, Donna L. Assoc. Computer Analyst  
Boyle, T. J. Senior Procedures Analyst  
Brenner, J. E. Assoc. Computer Analyst

Dascher, G. A. Project Mgr.  
Doherty, J. D. Computer Analyst Trainee  
Duffin, Sheila M. Computer Analyst

Duffy, F. C. Computer Analyst  
Gniewek, E. J. Assoc. Computer Analyst  
Koob, G. R. Assoc. Computer Analyst

Lannetti, D. R. Production Coordinator (Indianapolis)  
Morgan, A. J. Assoc. Computer Analyst  
Ryan, R. J. Assoc. Computer Analyst

### Industrial Development and Real Estate

Mathias, H. O. Ind. Devel. Engr. (Chicago)  
Planck, F. E. Real Estate Repr. (Cincinnati)  
Wartman, C. J. Supvr.—Real Estate (Chicago)

### Security Department

Holt, A. E. Fire Inspector (Baltimore)  
Makely, J. G. Fire Inspector  
Manganaro, F. L. Mgr.—Fire Protection & Prevention

Meeker, W. F. Chief Inspector  
Palladino, D. Supt.—Security  
Sikorski, H. E. Fire Inspector

### Floating Equipment Department

Martin, R. O. Foreman of Engines, F. E.  
Spankuch, H. Asst. Foreman of Engines, F. E.

### NORTHEASTERN REGION

Barhydt, C. J. Regional Engr.—Structures  
Clark, J. R. Chief Regional Engr.  
Cruckshank, P. K. Regional Engr.—Design & Construction

Straw, R. L. Regional Engr.—Communications & Signals  
Strohl, L. S. Regional Engr.—Maint of Way

### Syracuse Division

Marshall, F. S. Chief Train Dispatcher (Rochester)  
Teman, J. E. Trainmaster (Rochester)

### Syracuse Terminal

Snyder, D. A. Asst. Trainmaster (DeWitt)

### Mohawk-St. Lawrence Division

Arton, J. A. Terminal Trainmaster (Selkirk)  
Barkman, T. J. Terminal Trainmaster (Selkirk)  
Ricci, A. Trainmaster (Albany)  
Whitcher, F. E. Road Foreman (Selkirk)

### Boston & Albany Division

Burns, W. S. Transportation Analyst (Beacon Park, Mass.)

### NEW YORK REGION

Glavin, W. Chief Regional Engr. (New York)  
Parrish, D. R. Regional Engr.—Design & Construction (New York)

### EASTERN REGION

#### Philadelphia Division

Borden, E. S. Asst. Examiner—Personnel  
Callahan, J. F. Supvr. Special Movement  
Gezon, D. C. Asst. Master Mechanic  
Gouse, R. J. Asst. Examiner—Personnel  
Moll, S. K. General Foreman  
Newhouse, R. B. Junior Industrial Engr.  
Phelps, E. L. Supvr. Locomotive Equipment  
Pool, C. A. Asst. Engr. Car Equipment

#### New York Division

Cassella, V. Supvr. Telephone  
Cheney, F. D. Master Mechanic  
Crouse, G. M. Office Engr. C&S  
Foley, F. A. Asst. Examiner—Personnel  
Iantosca, B. J. Asst. Examiner—Personnel  
Kulehowskis, L. A. Asst. Supvr. C&S  
Thompson, J. L. Agent

#### Harrisburg Division

Eveland, E. T. Supvr. C&S  
Geiger, J. M. Asst. Master Mechanic  
Kegris, D. L. Draftsman  
Sansone, S. P. Supvr. Track  
Tate, R. O. Asst. Examiner—Personnel  
Zentmeyer, G. F. Asst. Examiner—Personnel

#### Chesapeake Division

Falukner, D. S. Asst. Supvr. Track  
Hamilton, E. R. Asst. Examiner—Personnel  
Phillips, H. A. Examiner—Personnel  
Renninger, R. R. Asst. Supvr. Special Agreement Admin.  
Wilson, D. L. Asst. Supvr. Track

### CENTRAL REGION

Humphreys, J. W. Mech. Inspector, Office Reg. Mech. Officer (Pittsburgh)

#### Pittsburgh Division

Young, R. W. Motive Power Foreman (Scully, Pa.)

#### Northern Division

Cromwell, H. D. Test Inspector C&S (Warren, Pa.)

### LAKE REGION

Algeo, J. J. Regional Comptroller (Cleveland)  
Daly, E. M. Asst. Transportation Supt. (Fairlane, Ohio)  
Hunt, C. F. Regional Engineer—M&W (Cleveland)  
Norton, H. E. Terminal Supt. (Toledo)  
Sawyer, J. H. Regional Engineer C&S (Cleveland)  
Stucky, R. R. Regional Engr. Structures (Cleveland)  
Sullivan, J. T. Chief Regional Engr. (Cleveland)  
Teeter, R. L. Regional Engr., Design & Constr. (Cleveland)

# PENN CENTRAL POST

6 PENN CENTER PLAZA  
PHILADELPHIA, PA. 19104



Meet Richard E. Modlin. The father of two daughters and a son, he's an avid reader and a fan of the Detroit Tigers.

He earns his living as director of traffic for Libbey-Owens-Ford Glass Company, Toledo, Ohio.

His company makes glass for autos, buildings, factories, and homes. Among other duties, it's Mr. Modlin's job to assure that the glass is shipped with care.

"When we load a freight car with 4000 automobile windshields, we expect the shipment to arrive undamaged," he says. "If only 3500 windshields arrive intact, only that number of cars can be completed.

"If we ship plate glass for a 50-story building, it has to arrive safely, or the construction will be delayed.

"Safe handling is vital to our customers—vital to us—and vital to you railroaders.

"We rely on your skill to prevent damage to our shipments."

And he knows it can be done, he says—he used to be a railroad man himself, on the Peoria & Eastern.

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

He and our other customers are the people we're really working for—the people who really pay our wages. Let's treat them and their products with the care they deserve.

## Here's the man we're all working for



Dick Modlin points out to Carl R. Heinisch, Penn Central division sales manager, the careful loading of glass shipments.



"Festival of Glass" exhibition illustrates the expanding use of glass in apartment house and office building construction.