

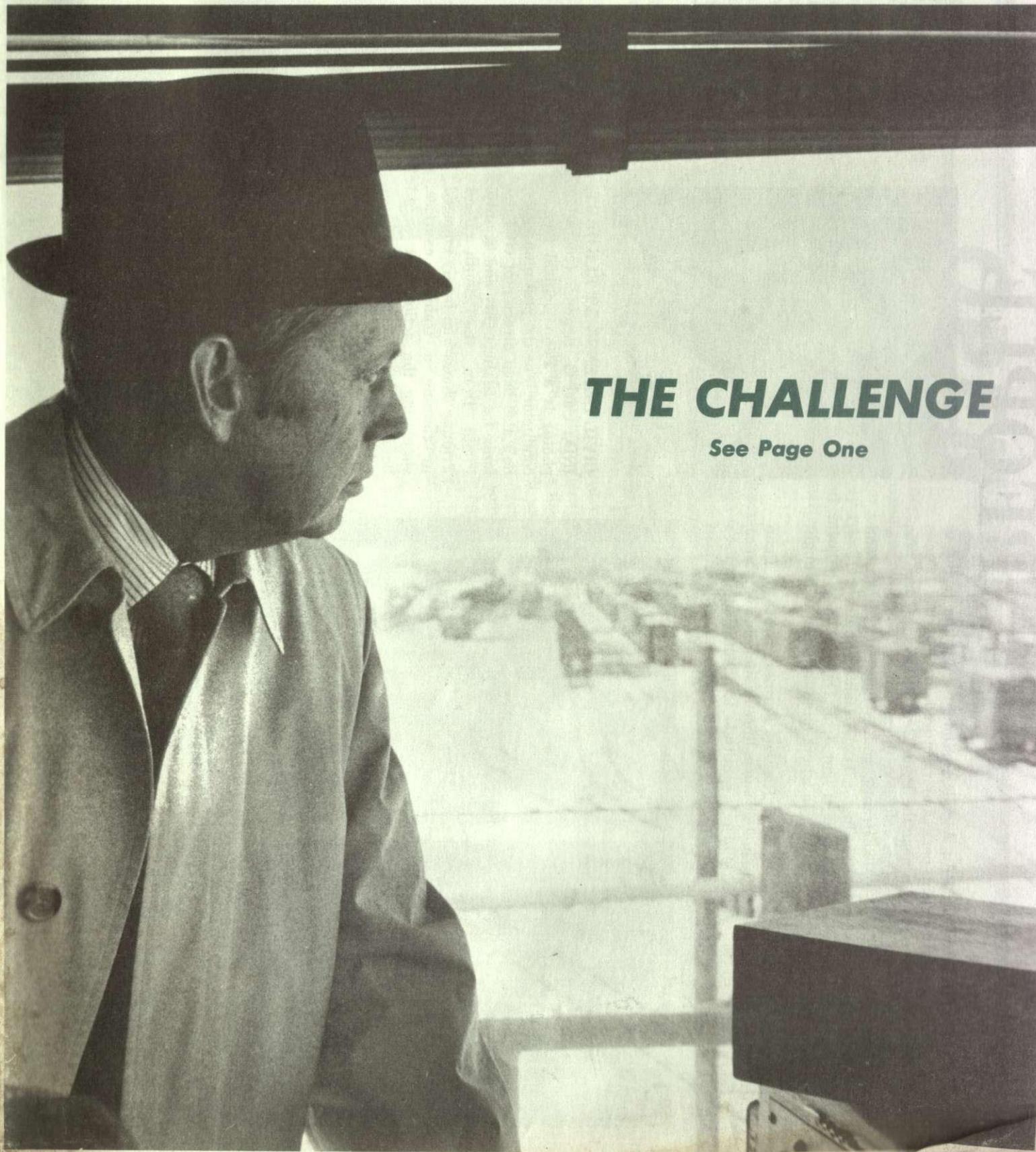
PENN CENTRAL



POST[®]

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

OCTOBER 1971



THE CHALLENGE

See Page One

The eyes of the Railroad these days are focused on the freight yards.

"This is the big scene," says James H. (Hank) Sharp.

"This is where Penn Central people will make the most vital contribution in our campaign to upgrade our service and attract more business.

"To get our freight cars moving through our yards more promptly, more economically, without error, without damage to lading . . .

"That's the top assignment for all Penn Central people in the hundreds of yards spread across our 16-state System."

Hank Sharp is a long, loose-limbed man who has been striding around freight yards since 1937, when he started as a \$5.72-a-day brakeman.

"Took me ten years to make conductor," he recalls.

Today he's Penn Central's assistant vice president for yards and terminals. It's the first time the Railroad ever assigned a major system officer exclusively to this phase of operations.

Mr. Sharp's previous job was as president of the Terminal Railroad Association of St. Louis. This is one of the busiest terminal areas in the country, and it gave him a lot of experience in solving the kinds of problems he's meeting on the Penn Central.

"Except for snow," Mr. Sharp adds hastily.

"I saw more snow in one week on Penn Central property than I'd seen before in my whole life.

"But snow or hail or whatever—we railroaders know we have to do our darndest to provide the service we advertise to our shippers."

Ever since Mr. Sharp started on his new job, last October, he's been on the run. Back and forth across the System. Trying to get to all the key yards in as short a time as possible.

"What gives me a lift is the interest and understanding I find among Penn Central people wherever I go," he says. "They know that getting problem yards out of trouble will mean a lot in getting our Railroad out of trouble."



At Big Four Yard, west of Indianapolis, Asst. Vice President J. H. Sharp reviews operations with Yardmaster Esco Hanks. On Cover: Mr. Sharp surveys car movement in this important 490-acre yard.

Mr. Sharp discusses the PC program to improve yard and switching operations with Brakemen H. S. Ayres, C. E. Stout, and Conductor D. L. Lippincott at Big Four Yard.



A railroad makes a living from moving freight. It earns nothing while cars stand still; so yard time must be kept to a minimum.

How can yard employees help put this vital program across?

"Everybody can get into the act," Mr. Sharp says.

"Here are examples of what I mean."

Yard clerks can help by double-checking car routings, and, if not absolutely sure, referring to their classification manuals for the latest routing information. Misclassified freight cars are one of the biggest causes of customer complaints.

Yard crews can help by picking out misclassified cars, such as a boxcar listed for a hopper track, or a loaded car assigned to an empty track. They can also be alert to defects, such as shifted loads or dragging equipment, and promptly report them to the yardmaster.

Car inspectors can help by accurate commodity inspection of cars; making sure to close boxcar doors to prevent rain damage; and reporting to the yardmaster if cars are not completely unloaded of dunnage and trash.

Car repairmen can help by promptly repairing cars and releasing them for train movement, giving preference to loaded cars and to empties that can be repaired most quickly.

Local switching crews can help by spotting cars at shippers' sidings in accordance with instructions; picking up empties promptly; and reporting to the yardmaster if empties are held unusually long at a shipper's dock to await loading, or if congestion at the dock prevents spotting of inbound loads.

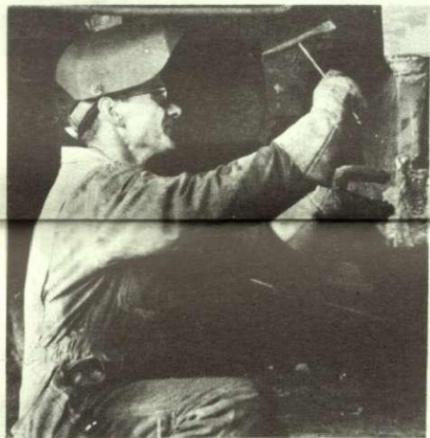
Road crews bringing inbound trains can help by immediate delivery of waybills to the yard office so switching can start promptly.

"Each of these things, though seemingly small in itself, becomes enormous when multiplied all over our Railroad," Mr. Sharp emphasizes.

"Improvement in yard operations is more vital to Penn Central than to



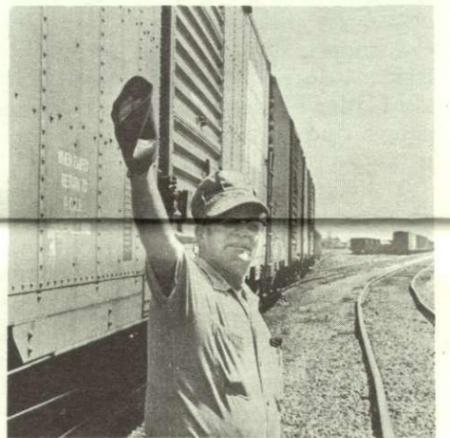
Accurate car reports by yard clerks like Norman E. Quinn at Mt. Union, Pa., help avoid costly, troublesome routing errors.



Prompt repair and release of cars helps boost car supply for PC's customers. At work at Ft. Wayne, Ind., is John W. Miles.



M-of-W electricians, like Joseph J. Kay at Bay View Yard in Baltimore, Md., help maintain the efficiency of freight yards.



Prevention of hard impacts is vital part of improvement program. M. D. Holden assures safe coupling at Collinwood, Ohio.

any other railroad. That's because we have many more yards than any other railroad, and yards are a bigger part of our operation than on any other railroad.

"In fact, Penn Central basically is like one huge terminal, serving the most congested part of the United States.

"The high cost of our farflung yard operations and the delays of cars in yards have been this railroad's Num-

ber One operating problem, and a major cause of our present financial plight.

"Well, when you've identified a problem, you can zero in on its solution.

"That's what we're doing now. "I invite all Penn Central yard personnel to join with me in this vital project—to get our yards doing the best possible job for our Railroad and for our customers."

Drama at Trenton, N. J.

This is a story about a boy named Smith and a man named Brown.

They met just once—briefly, dramatically—at the passenger station in Trenton, N.J.

George Brown, 48, was on the platform, and suddenly fell, striking his head on the rails, just as a train was coming in.

Anthony Smith, 15, leaped down and dragged him under the platform just in time.

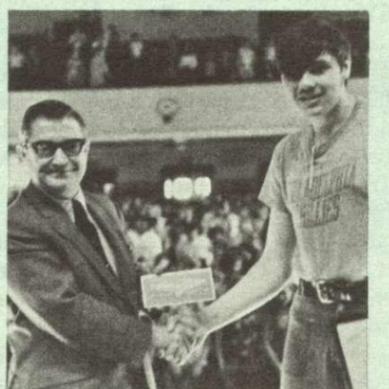
Anthony caught the next train for Philadelphia to see a big-league ball game.

That was the end of the story, as far as he was concerned.

But a few days later, Anthony was called to the auditorium stage at his school. A Trenton police officer gave him a cita-

tion. And J. Grant Robins, then general manager of PC's Philadelphia Commuter Area, gave him a U.S. Bond (photo).

Anthony—tall, husky, but shy—said he was "sure shook up." Both by the rescue and by the ceremony.



OPEN LINE

MORE PLANTS, MORE FREIGHT—During the first half of 1971, PC's industrial development program has helped establish several hundred new plants that will mean thousands of carloads of new freight and ultimately 7000 new job opportunities in the industries.

Many of the plants will be located in the 300 industrial parks served by Penn Central, where more than 70,000 acres are still available.

New plant developments include: General Electric at Blue Ash, O.; Ford at Fairlane, O.; Clark Oil & Refining at Hartford, Ill.; Arcata Graphics at Depew, N.Y.; Agway at Adams Center, N.Y.; Delco-Remy at Anderson, Ind.; Dart Drug at Ardwick, Md.; W.T. Grant at Edison Township, N.J.; Hammermill Paper at Kane, Pa.; Levitt Building Systems at Battle Creek, Mich.



SAFETY ACHIEVEMENT—Here is B. J. McCanna, superintendent of the Indiana Harbor Belt Railroad, a PC affiliate, receiving the bronze award for employe safety from John H. Reed, chairman of the National Transportation Safety Review Board. The IHB placed third among all the Nation's Class I switching and terminal companies. Judy Cannella, of Washington, D.C., decorates the photo.

The National Safety Council has issued its Honor Award for last year's safety achievement to Penn Central's Pittsburgh Division, New Haven Division (now part of New England Division), Canada Division and Altoona Shops.

MORE DIESEL POWER—Penn Central has arranged to acquire 50 new diesel locomotives for local, branch-line and yard use. Delivery is to begin next March. The units will be leased from Xtra, Inc., which will buy them from General Motors. Leasing enables the railroad to acquire new equipment when it cannot raise capital for purchase. Rentals will be paid out of revenue.

This increases 1971's new diesel orders to 187 units. In addition, major repairs were done to 566 diesels in the first half of 1971.

EYE IN THE SKY—Helicopter patrols are reducing the cases of vandalism and stonings of trains in the New York City area, the Metropolitan Transportation Authority reports. Paid for with State funds, the helicopters carry police officers of the Penn Central and the Long Island Rail Road. During the first three months of operation, the airborne police, working by radio with patrol cars, helped make 16 arrests for trespassing, 23 for stoning trains, and 7 for theft.

TIME-SAVER—A new PC freight service enables shippers at three Midwestern cities to save a day or more in getting their merchandise delivered to major East Coast cities. Shippers at Danville, Ill., and Terre Haute and Crawfordsville, Ind., can now bring loaded trailers and containers to the PC yards in those cities. Drivers then take the trailers and containers to the PC's Big Four Yard at Avon, Ind. There they go aboard a fast Penn Central TrailVan train to the East.

TURBOTRAIN ON TOUR—A special tour of 12,000 miles of Amtrak's 20,600-mile network has introduced the TurboTrain to tens of thousands. At major terminals, the public was invited to inspect the train and encouraged to ride it.

The trip "provides a unique test of the durability and ride qualities of the equipment under short, intermediate and long-distance running conditions," said John A. Volpe, Secretary of Transportation.

"It also gives us the opportunity to evaluate the ride qualities of the TurboTrain under almost all

track and roadbed conditions as they exist today on the nation's Amtrak passenger network."

Amtrak President Roger Lewis added that the tour "enables us to survey reaction to improved passenger equipment and introduce a modern train to a great many Americans who have never ridden one."

PROBLEMS—City of Ashtabula, Ohio, and the local Coast Guard station are threatening court action against Penn Central, claiming that coal and dust from the Railroad's loading dock pollutes the air and river. . . . New York City's Board of Standards and Appeals has ordered Penn Central to install water pipes for firefighting in the four tunnels under the East River, at an estimated cost of \$1 million. Penn Central contends that mobile dry-chemical extinguishers would be safer and more effective. . . . PC's use of the rehabilitated Beacon-Hopewell branch as an efficient freight route, bypassing the congested New York City area, is being fought by some residents along the branch. . . . Ohio officials have filed a \$14 million suit against Penn Central, alleging failure to correct unsafe conditions on its property.

GARBAGE MEANS MONEY—The City of New York is studying the feasibility of disposing of solid waste by sending it on trains to provide fill for abandoned mines. A city official estimated that the rail haul would be \$3 or \$4 per ton less than the cost of incineration.

NEW KIND OF CAR—The U.S. Department of Transportation has granted \$7.4 million to New York's Metropolitan Transportation Authority to develop and test a new type of commuter rail car equipped for two kinds of power. The car would use electric power from the third rail in electrified territory, and gas turbine engines in non-electrified territory. The grant provides for two 4-car trains, one built by General Electric, the other by Garrett Corporation.

MASSACHUSETTS MAY TAKE OVER RAILS

—Penn Central and the Commonwealth of Massachusetts have signed a non-binding memorandum of intent, whereby the State would purchase 38 miles of track and assume responsibility for Boston-Providence commuter service. The takeover depends on availability of State and Federal funds, and approval by the Federal Court in charge of the railroad's reorganization.

COMFORT FOR COMMUTERS

—Penn Central's Hudson and Harlem commuter lines have received 80 new cars leased from the Port of New York Authority. They will go into service as soon as platform-raising work is completed and operating and maintenance crews are properly trained. The New Haven commuter line will begin receiving 144 new cars next year.

\$20,000,000,000—The Railroad Retirement Board, which last year marked the 35th anniversary of the signing of the Railroad Retirement Act, announced that more than \$20 billion has been paid to more than 3 million retired railroad employes and members of their families. The funds come from payments made equally by employes and railroad companies.

Unemployment benefits, paid since 1939, and sickness benefits, paid since 1947, total more than \$3 billion. These funds come from the railroad companies, with no contributions by employes.



BETTING IN THE STATION—Excess ticket windows at Grand Central Terminal, New York, have been rented to the city's Off-Track Betting Corporation, enabling visitors to bet on horse races. Space has also been rented at Pennsylvania Station. Penn Central Transportation Company will receive a combined rental of \$199,000 a year.

COMMENT

"I would like to suggest some type of employe sharing plan. Perhaps shares in the company. Perhaps some type of piecework bonus plan. Anything that can bring topnotch work out of almost everyone by giving them something to really care about.

"Another thing I would like to suggest is a 4-day work week, 10 hours a day, with a 3-day week end. If not for all of PC, how about the heavy repair shops?"—Ronald Eugene Clayton, welder, Beech Grove, Ind.

"Whether we came from PRR or NYC, we failed ourselves by not immediately joining as brothers in a bold new venture. How many of us were guilty of finding faults and expressed these faults to others? Compare this situation to a baseball team at spring training, and the writers would have immediately placed us at the bottom of the league.

"All the instructions coming in rapid fire from the top office have started to produce results—a winning ball game that will once again assure customer satisfaction, job security and pride in our company. Isn't this all worth our greatest effort? At stake is your job and mine."—Stanley Andrews, Jackson, Mich.

"Who are the officers and directors of ASTRO? What are their affiliations? How many are union officers? Serve the people."—Donald M. Smith, Detroit, Mich.

The ASTRO proposals are being publicized and promoted on a volunteer basis by railroaders all over the country. Coordinating this program is a staff of 4 officers and 4 clerks at Washington, financed by the railroad industry. Richard E. Briggs, former special assistant to several ICC chairmen, is ASTRO's executive director. Former U. S. Senator George A. Smathers is general counsel.

The ASTRO proposals were presented in July, 1970, to national labor leaders who formed the Cooperating Railway Labor Organization. They voiced agreement in principle with the ASTRO report. Chairman of this group, George E. Leighty, said:

"We're glad to lend our support to the ASTRO recommendations, which we feel represent a giant stride toward solving many of the problems of mutual concern to both Labor and Management."

In the Labor Organization with Mr. Leighty were the following Presidents: Charles Luna, United Transportation Union; C. L. Dennis, Brotherhood of Railway & Airline Clerks; Harold C. Crotty, Maintenance of Way Employees; and James Yost, Railway Employees Department, AFL-CIO.

ASTRO asks the Government to expedite regulatory processes, and to provide limited financial assistance, mainly through loans, loan guarantees and tax incentives.

This assistance would enable the railroads to embark on urgently needed improvement programs that would boost traffic and strengthen railroad employment.

For example, one ASTRO recommendation is a large expansion in Maintenance-of-Way projects. Similar proposal was made in June, 1971, by a Labor-Management Task Force, which estimated that such a program, with Government support, would mean the hiring of 10,000 additional employes on America's railroads.

On this Task Force were the following national union officers: W. W. Carson, assistant to president, United Transportation Union; V. F. Davis, director of research, Brotherhood of Locomotive Engineers; J. Palloni, assistant to president, Brotherhood of Maintenance of Way Employees; and A. R. Lowry, international vice president, Brotherhood of Railway & Airline Clerks.

Another ASTRO proposal is a greatly enlarged new equipment program, which would require the hiring of thousands of car-builders.

The ASTRO program has its sights set on a 46 percent increase in railroad freight traffic over the next decade, a growth that would require increased employment in a number of operating and non-operating crafts.

These and other aspects of ASTRO explain why railroad people are writing to their Congressmen and Senators, asking support for the ASTRO program.—J. S.



Transportation in trouble —now Congress can help

Railroads, truck lines and barge lines have long been rivals for freight traffic—and still are.

But now they've gotten together to urge support for a proposed new law designed to promote the health and efficiency of all these types of surface transportation.

The proposal is known as the Hartke-Adams bill.

It was introduced recently in the U.S. Senate by Senator Vance Hartke, of Indiana, and is identified as S.2362. Congressman Brock Adams, of Washington, introduced it in the House of Representatives, where it is identified as HR.10416.

Speaking up in support of this proposal are the Presidents of the Association of American Railroads, the American Trucking Association, Inc., and the Water Transport Association.

They said their decision to join forces to back the Hartke-Adams bill is a "historic development" that will be "in the public interest as well as our own."

Basically, the Hartke-Adams bill

would:

- Require the Interstate Commerce Commission to set up machinery for acting more promptly on new rates to enable the carriers to meet increases in costs.

- Prohibit the States and local governments from unfairly taxing transportation property more heavily than other types of property.

- Require that 5 percent of all Federal funds given to States for highways be used to improve safety at grade crossings.

- Set up a new Federal agency to grant loans or loan guarantees to hard-pressed transportation companies that cannot obtain needed financing elsewhere.

- Extend governmental regulation to for-hire truck transportation of certain farm products now exempt from regulation; and require the filing of reports and publication of rates by all carriers and dry bulk commodities.

- Speed up decisions on requests for discontinuance of money-losing branch lines.

- Restore the tax credit for investment in new equipment, thus, making it financially easier for railroads to buy needed

locomotives and cars.

Senator Hartke said, "Improvements in freight transportation are more and more desperately needed every day," and the proposed new law "combines the results of studies of various segments of transport as to what would really help give the public a strengthened system."

Congressman Adams expressed the belief that the proposal will "begin the process of restoring the country's surface transportation system—a revitalization necessary for a healthy interstate commerce and a strengthened American economy."

Stephen Ailes, president of the Association of American Railroads, stated, "The railroads strongly endorse the Hartke-Adams bill, even though it does not embrace all of the long-range proposals advanced for our industry by ASTRO."

"It does afford an opportunity to reach certain essential objectives now."

Mr. Ailes noted that "the bringing together of these three highly competitive modes to work for a common cause is a significant development. Certainly it underscores the seriousness of the situation and the need for prompt action that will help

restore the stability of our nation's transportation system."

William A. Bresnahan, president of the American Trucking Association, Inc., stated:

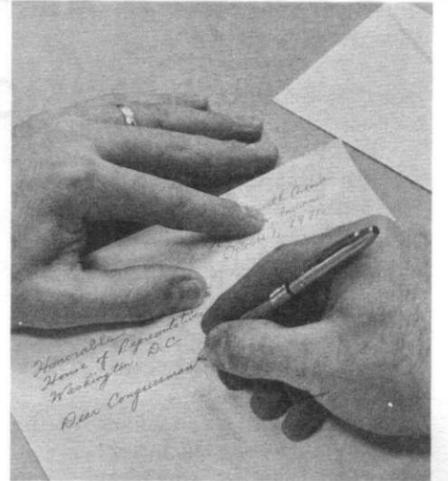
"To the trucking industry, the failure of the Penn Central—or any other transportation company—is not just an unfortunate manifestation of private enterprise, to be savored by surviving competitors or dismissed as 'just one of those things.'

"Instead, we view such disasters as distinct threats to private enterprise in transportation—perhaps even beyond transportation."

Railroaders and other interested citizens who want to express support for the proposal are invited to:

- Write to the two U.S. Senators from your state, asking support for S.2362; and

- Write to the Representative from your Congressional district, asking support for HR.10416.

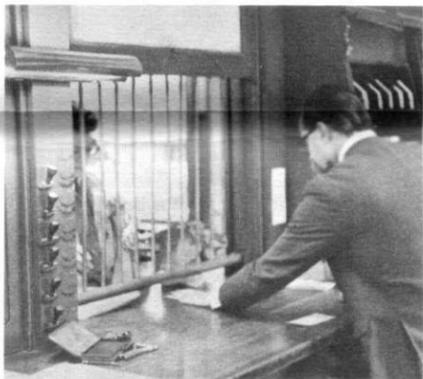


Winning friends at Chicago

Commuters call these trains the Dummies.

"Nobody knows how that name got started," says Conductor Keith Marks. "The riders have been calling them that as long as I can remember—and I've been around more than 34 years.

"But it's not meant as an insult. The commuters say 'Dummies' with good humor and affection."



Agents like Norman Mikrut are the front line in creating good customer relations.

The Dummies, two trains in and two trains out of Chicago daily, are one of the smallest and least-known commuter services.

But the friendly train personnel and the on-time performance make a hit with the riders and attract new ones.

"Last year we had to add an extra coach to each train," points out Trainmaster Charles S. Lowe.

"And this year we put on still another coach on each."

The trains are hauled by locomotives of cross-country type, more powerful than the general-purpose units formerly used.

The two trains start the day at Valparaiso, Ind., leaving at 5:55 and 6:35 A.M.

They make stops at Wheeler, Hobart, Broadway and Chase Streets in Gary, Buffington, Indiana Harbor, Mahoning, Standard, Whiting and Englewood, before arriving in Chicago. They're held in the passenger-coach yard at Union Station until starting the return trips at 5:05 and 5:40 P.M.

"Most of the commuters go to work in Chicago, but some go to steel mills and refineries in Indiana," says Trainman Donald R. Finney.

"For the most part they're young and bouncy, and seem to be enjoying themselves going to and coming from work.

"We provide a real good service,

and our passengers appreciate it. Some are thoughtful enough to send us cards when they're on vacation."

Unfortunately, like commuter service in general, the Dummies lose money despite the increased patronage. Each year the revenue falls considerably short of the costs.

But the men who run the trains are credited by the riders with doing a good job, and continue to win friends for the Railroad.



Care in maintenance keeps them rolling. Roy Watson checks a diesel's fuel gauge.

Day's end: Engineer Claude Bonnell gives commuters a pleasant, on-time ride home.



A thank-you from Snoopy

Inbound to Philadelphia's Penn Center Station, the passenger conductor noticed a Yorkshire terrier wandering dangerously near the tracks. So on the outbound trip, Conductor Howard Savin was especially watchful. The dog was directly on the tracks this time.

He stopped the commuter train, scooped up the dog, and took it aboard.

But now what was he going to do with the stray?

A woman passenger volunteered to take care of it.

The Society for Prevention of Cruelty to Animals heard about Conductor Savin's action, and issued a citation. It was personally delivered by Actor Don Potter (above), who plays Snoopy the Dog in the stage production of *You're a Good Man, Charlie Brown*.

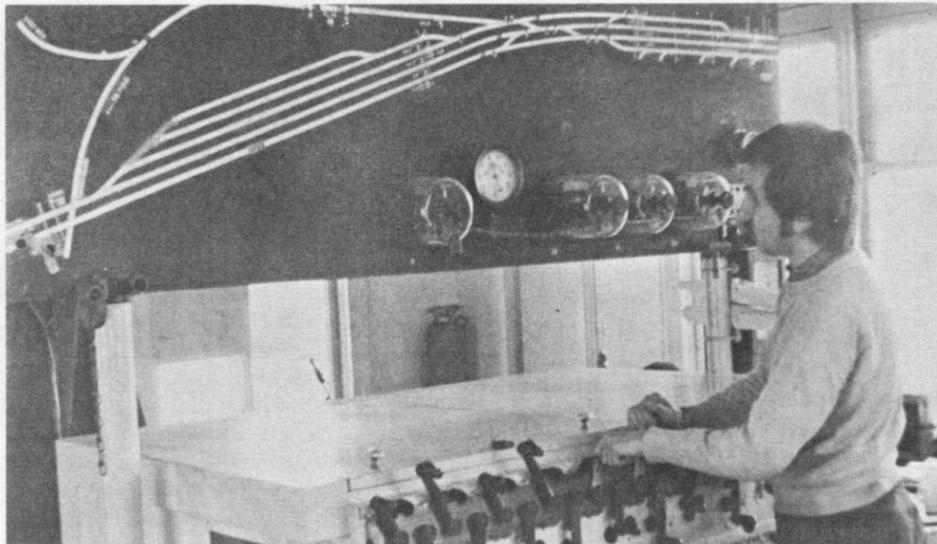
A week later, there was a second happy ending. The woman who had taken the dog saw a *Lost* ad in the newspaper, and she returned the terrier to its owner.



Donald Finney has an early-morning smile for riders boarding at Valparaiso, Ind.

Conductor Charles Washburn has a friendly word to go along with ticket-punching.





FROM NEW YORK CITY...

At Fremont Tower, Block Operator Peter Westphar guides trains moving between Long Island and the Bronx via Hell Gate Bridge, which provides fast route for east-west traffic.



...TO SYRACUSE...

At western end of the Division, Ralph Radler signals moves of Crucible Steel cars.



...TO CANADA

Agent C.L. Young with Guy Simard, of CN, at Massena, where cars switch to Canada.

MOHAWK-HUDSON

Division speeds the freight in PC's comeback campaign

When you zip from east to west across the Mohawk-Hudson Division, you go through such bustling cities as Albany, Schenectady, Utica, Rome and Syracuse.

But when you head north on the Division's single-track branches, you meet cows, silos, meadows, and dense forests in mountainous terrain.

So the employes run a multi-track industrial railroad with one hand, and a rural single-track railroad with the other.

"They also have the distinction of battling the worst winters on the System," adds Walter J. Sparks, superintendent of the Mohawk-Hudson Division, at the headquarters in Utica, N.Y.

"Last winter's snowfalls broke records—116 inches in the Albany-Selkirk area, 184 at Utica, 170 at Syracuse, 250 in the Oswego-Lake Ontario area, and up to 365 inches in the Adirondack-Lake Placid Branch area.

"It takes a special breed of person to go out day after day in such harsh conditions and keep the railroad running.

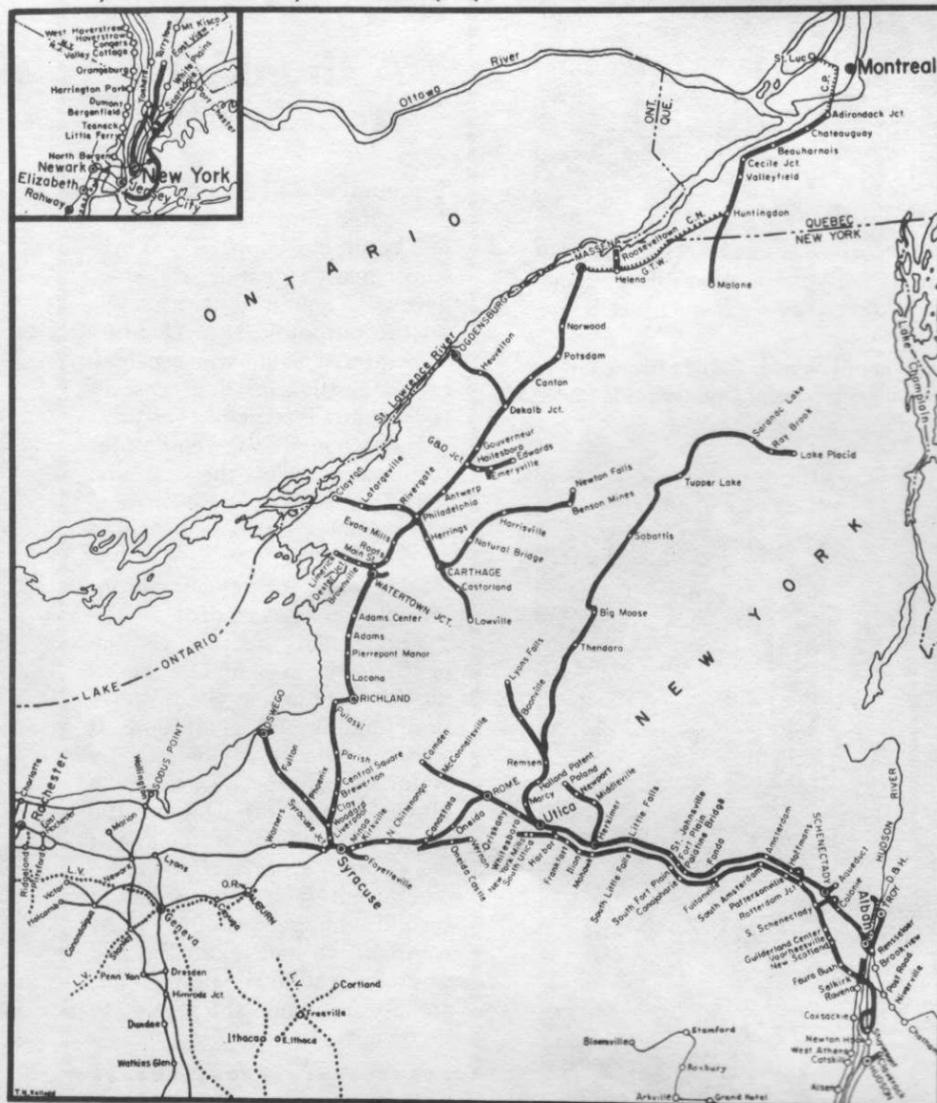
"The Mohawk-Hudson Division has this special breed throughout every craft."

Walt Sparks started railroading as a brakeman in 1942. He served as transportation supervisor, assistant trainmaster and trainmaster at locations throughout the System before being appointed transportation superintendent on the Mohawk Division in 1969. He was promoted to division superintendent last May.

He has two assistant superintendents: L. B. DuPrau at Utica and Joseph G. Gallino at New York.

Mohawk-Hudson is a new name among Penn Central divisions. It was set up in March. It includes the former Mohawk (Syracuse) Division, plus a piece of the former New Haven Division, plus freight train service on the east side of the

Map by Tom Kellogg shows M-H Division in dark lines. Insert shows Division territory in New York City area. M-H people also run freight trains along the Hudson.



In New York City, Cornelius Johnson and Angelo Rubino drill bolt holes in new rail being laid along Port Morris branch.

Hudson River in the territory of the Metropolitan Region.

The change is part of Penn Central's intensive program of streamlining its organization for more efficient operations.

"This new arrangement gives our division a major role in the railroad's comeback campaign," says Superintendent Sparks. "We serve the most active freight route as well as the biggest metropolitan area."

The division's main line between Albany and Syracuse is a main stem for high-class freight.

From the West come trains loaded with fruits, vegetables, meats, automobiles, refrigerators, furniture, steel, chemicals, lumber, brick, paint, fuel oil—the thousands of things needed by the metropolises of the



At Massey Yard, Watertown, N.Y., Dorothy Strieff, freight sales clerk, answers a shipper's questions about car movements.



At Gouverneur, N.Y., Conductor George Burns goes over the crew's assignments with Richard Maitland and Joseph Sovie.

East Coast.

From the East come trains carrying clothing, TV sets, medicines, cosmetics, toys, candy, machinery, tools, books, magazines, school supplies—all the manifold manufactured goods with which the East pays for the commodities it receives.

"Our people classify, route and transport all this freight on which such large masses of people depend," says Superintendent Sparks.

"No assignment could be more meaningful than this."

The classification is done mainly in Alfred E. Perlman Yard at Selkirk, N.Y., with an assist from DeWitt Yard at Syracuse, N.Y.

Alfred E. Perlman Yard, 7½ miles long, is one of the largest and most technically advanced in America. The skills of PC people and the wonders of electronics are blended into an operation that can efficiently classify more than 3000 cars a day.

Computers help assure safe, accurate routing of cars. Photo-electric devices identify extra-high loads for special handling. Closed-circuit TV sends car numbers to yard clerks. Eleven radio channels provide all-around communications.

Some of the important eastbound trains received at Perlman Yard are:

NY-2 and NY-4 from Chicago; NY-12 from Elkhart, Ind.; NY-6 from St. Louis; OV-8 from Buckeye Yard, Columbus, O.; MC-4 from Detroit; MV-12 from Montreal; BW-10 from Niagara Falls; EV-2 from Enola Yard.

Loaded cars from these and other eastbound trains are blended into a fleet of trains running from Perlman Yard to the major traffic centers of New England.

Cars for the New York City area are separated into seven blocks for points on the east bank of the Hudson River, and four blocks for the west side of New York Harbor.

"This pre-blocking is our 'secret weapon' for providing the best possible service into eastern United States," says R. E. MacDonald, terminal superintendent.

Perlman Yard also processes westbound cars from all these traffic centers. Train BC-1, from New England, brings blocks of loaded cars for the Chicago and St. Louis Gateways. SLX-1, from New York, brings

blocks of cars for St. Louis.

PC people in Perlman Yard get only 30 minutes to handle BC-1—"it really keeps us hopping," says Mr. MacDonald.

Trains dispatched west from Perlman also include: VO-5 to Buckeye Yard; VB-1 to Buffalo; ML-9 to Detroit; VE-1 to Enola; NS-1 to Potomac Yard; and many others.

Super service is given to the TrailVan trains, hauling merchandise in trailers and containers. When TV-5, TV-7, TV-13 and TV-15 roll in from the East, the Perlman Yard men swiftly add blocks of loaded trailers waiting there and speed the trains on toward their destinations at Detroit, Chicago, Cincinnati and St. Louis.

At Syracuse, about 145 miles to the west, DeWitt Yard people under direction of Terminal Superintendent R. E. Hatton do an essential job with another segment of main-line traffic.

They classify the eastbound TrailVan trains, routing cars and trailers to Boston, Springfield, Worcester, New Haven, New York City, North Bergen, and other points. They relay a continuous stream of unit coal trains—200 trains last year—to the Niagara-Mohawk Power Company at Oswego, N. Y., and the Boston & Maine Railroad at Mechanicville.

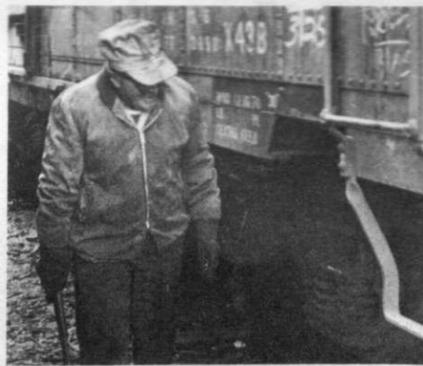
The DeWitt people also handle most of the freight in and out of the "North Country." That's their name for the branch lines that thread through upper New York State and, on trackage rights, all the way to Montreal, Canada.

The scenery ranges from rural to wild, but there are some substantial cities and towns, too: Watertown, Gouverneur and Massena.

The longest of the North Country lines is the Massena Branch, which roughly parallels the eastern shore of Lake Ontario and the St. Lawrence River, all the way to Montreal. Near the northern boundary of the United States, Massena Yard is the interchange point with the Canadian National and Massena Terminal railroads.

Jim McDermott, a veteran railroader, is the trainmaster responsible for Mohawk-Hudson's Canadian operation.

"The most important train on this branch is MV-12," he says. "Penn Central crews bring it right out of the Canadian Pacific's St. Luc Yard,



Car Inspector Patrick Bentz checks cars for safety on New York's 30th St. branch.

in Montreal, hauling new autos, newsprint and other products of Canada.

"Here at Massena, we add on cars from local industries, such as Alcoa, Reynolds Aluminum, General Motors, and Nekoosa-Edwards Paper."

As MV-12 continues down the line, it picks up cars dropped at DeKalb Junction by the crew of DOM-1, and cars at Gouverneur from such companies as St. Joseph Lead and International Talc.

In Massey Yard, at Watertown, yard crews take off westbound cars going to Buffalo and add eastbound cars mostly from firms in the paper industry—St. Regis, Newton Falls, Crown Zellerbach, Black Clawson.

When MV-12 reaches DeWitt Yard, waiting to join it are cars brought by local crews from such companies as Crucible Steel, General Electric, New Process Gear, Ternstedt Division of GMC, and Solvay Process Division of Allied Chemical.

Then MV-12 heads east to its final destination at Perlman Yard.

VM-11 makes the reverse move, bringing cattle feed, raw materials for paper manufacture, and other commodities up the Massena Branch.

Jones & Laughlin has an above-ground mining operation at Benson Mines on the Newton Falls Branch. An average of 15,000 carloads of iron ore move to the Pittsburgh-Youngstown area via the Buffalo Gateway on Train BP-1.

The Mohawk-Hudson Division's most intricate job is providing freight service for the New York City area.

PC men bring the trains down the east side of the Hudson River (using the tracks of the Metropolitan Region), and deliver to yards strategically located around the city.

At Oak Point Yard, they deliver a wide range of household commodi-



At High Bridge Yard in New York City, Charlie Vannucci puts a container of freight on flatcar. Container will go to destination terminal, then over the highway to receiver.

ties and fresh foods. The fruits and vegetables are switched to the produce market at Hunts Point—"80 to 100 cars a day," says Yardmaster Eugene Davis.

Hell Gate Bridge, one of the country's engineering landmarks, begins its rise at the west end of Oak Point Yard and crosses to Long Island. This bridge is now PC's gateway to the Long Island Rail Road under an arrangement recently worked out by President Moore.

"Penn Central is now the only railroad with direct rail connection to Long Island, while other railroads must use the slower method of floating cars across New York harbor and up the East River," points out Joe Gallino, asst. superintendent.

"This gives us a tremendous service advantage.

"I hope all PC people will explain this to shippers everywhere, and ask them to route their Long Island cars via Penn Central."

Harlem River Yard is noted as a potato center. More than 60 carloads a day come in from Maine. The potatoes are graded by Government inspectors, then sold at auction.

The men of High Bridge Yard handle TV-7 and TV-8, carrying containers to and from Chicago. "This gives the customer fast second-morning delivery," says Terminal Manager Mark Levy.

Croton West Yard receives nearly 100 cars of auto parts a day, and the men check them to the Chevrolet and Fisher Body assembly plants at Tarrytown, N. Y. This is a tight move. On-time spotting of loads and pulling of empties are vital to prevent interruption of the plants' assembly lines.

Mohawk-Hudson crews also serve the 30th Street Branch—the only direct freight line into Manhattan. Over this line pass shipments of clothing from New York's garment center, newsprint for New York newspapers, frozen vegetables, meat, seafood, and a wide variety of general merchandise.

The crews here do most of their work in the early morning hours, while the city sleeps.

The Mohawk-Hudson Division people don't handle the New York

commuter lines—the Metropolitan Region does that. But they do run trains carrying passengers through New York State from Albany-Rensselaer west, a job they share with the Buffalo Division.

In winter, they have kept these trains going through blizzards that halted airlines, autos and buses.

"You know, it's normally an easy chore to run trains in the sunshine," says Mr. Sparks.

"But when you can keep trains running through snowdrifts exceeding 10 feet and below-zero temperatures made more piercing by 50-mile-an-hour winds, that's meeting and overcoming the challenge of railroading."



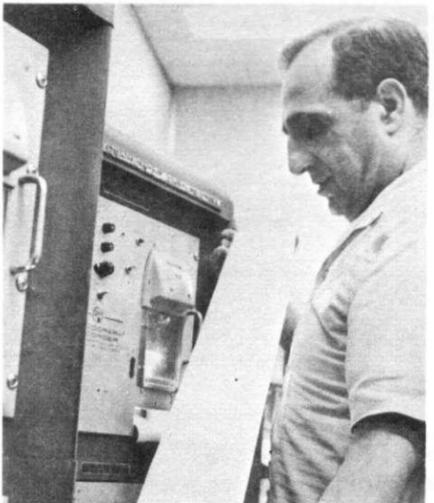
Superintendent Walter J. Sparks meets crewmen at 72nd Street Yard in New York: Engineer James Berwaldt, Conductor Louis Schreiber, Brakemen Joseph Perlongo and Thomas Doyle, Fireman Robert McKenna.



Brakeman Charles Van Schaack cuts cars as they go over the hump at DeWitt Yard.

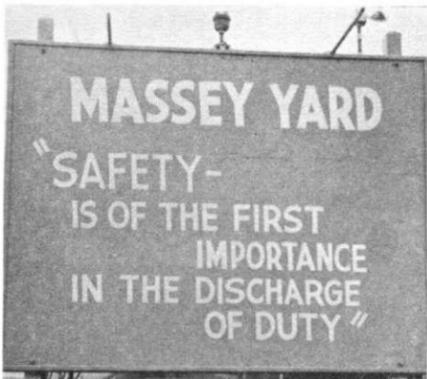


Miss Careful Handling points to letters that stand for Damage Free, as a reminder to protect all freight from hard impacts. She's Kathleen Hughes, PC steno at Utica.

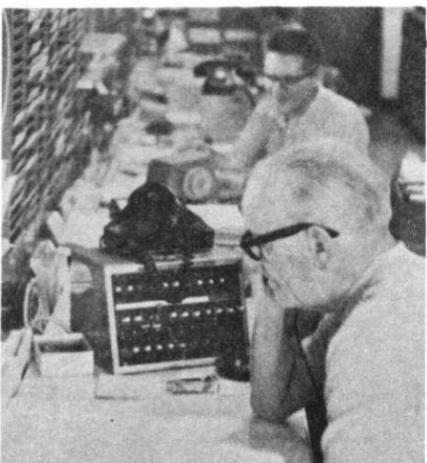


At Utica, N.Y., Louis C. Micardi checks record from hotbox detector, which makes temperature reading on all passing trains.

At DeWitt Yard, Syracuse, N.Y., Charles E. Rich has hot assignment—controlling movement of the heavy east-west traffic.



PC people at this yard in Watertown, N.Y., want to make one thing perfectly clear.



Bill Howard and Richard Abeno call crews to DeWitt Yard on careful schedule that is geared to movement of freight trains.



Anthony Dematteo, taking information off waybills, writes up the consist of train leaving Perlman Yard, at Selkirk, N.Y.

Recent Appointments

SYSTEM OFFICES

Engineering
Greene, W. J. Circuit Designer—C&S
Greenwood, W. Asst. Supervisor—Rail Train
Haltermann, T. E. Civil Engineer
Hess, S. G., Jr. Asst. Production Engineer—
Track, Williamsport, Pa.
Manning, G. E. Supervisor—Rail Train
Moffat, J. E. Asst. Circuit Designer—C&S
Nash, J. L. Circuit Engineer—C&S
Pope, W. P. Asst. Engineer—Track
Ripley, R. B. Asst. Circuit Engineer—C&S

Equipment

Collins, R. General Foreman (ABF&M),
Beech Grove, Ind.
Huntley, R. E., Jr. Supervisor—Locomotive
Performance, Phila.
Smith, D. R. General Foreman—Material
Control, Beech Grove, Ind.

Finance & Accounting

Adams, R. H. Planner—Road Capital Budget
Hegarty, J. J. Manager—Budget Reports
Hurrelbrinck, L. G. Property Tax Manager
Levasseur, J. E. Manager—Capital Expense Budgets
Limerick, J. E. Property Tax Manager
Rieser, R. M. Manager—Budgetary Analysis
Robertson, J. T. Manager—
Budget Coordination
Shea, W. M. Accounting Specialist
Volpe, C. N. Economic Analyst

Industrial Engineering

Bagley, J. J. Industrial Engineer, Detroit
Schmidt, T. P. Industrial Engineer, Pittsburgh

Labor Relations & Personnel

Esgro, P. J., M.D. Division Medical Officer,
Phila.
Kurtz, J. H. Examiner, Altoona, Pa.
Lanzalone, S. D. Office Manager, Phila.
Lawless, R. E. Examiner, New York
Michaels, T. J. Office Manager, New York
Ruark, E. B. Examiner, Phila.
Seidman, Ira Supervisor—Labor Relations,
New York
Sun, N. C., M. D. Medical Officer, Baltimore

Legal Administration

Artz, R. R. General Attorney
Asay, T. P. Supervisor—Special Studies
Bremer, B. S. District Claim Agent, Phila.
Cassel, C. E., Jr. Office Manager
DeDea, T. J. Asst. District Claim Agent
Ferriter, R. J. General Attorney, Boston
Foster, A. L. Asst. General Attorney, Chicago
Frazee, S. S. Jr., Asst. General Attorney,
Phila.
Gustafson, E. R. Asst. General Attorney,
Chicago
List, A. F. Asst. General Attorney, Phila.
Peet, R. M. General Attorney, New York
Simonson, D. J. District Claim Agent, Phila.
Sloan, E. C. Special Claim Agent, Phila.
Walkovets, R. A. Asst. General Attorney,
Chicago

Mail & TrailVan Services

Brooks, W. R. Director—TrailVan Services

Operating Administration

Brownell, R. O. Sr. Operations Planning Engineer
Cory, L. R. Operations Planning Analyst

Passenger Service

Alban, C. B. Director—Passenger Operation,
Phila.
Bess, C. J. Supervisor—Service—Dining,
Sleeping & Parlor
Car Service, N.Y.
Crotty, J. E. Supt.—Dining, Sleeping &
Parlor Car Service, N.Y.
Heavey, J. J. Supervisor—Service,
DS&PCS, N.Y.
Shepler, G.E. General Storekeeper,
DS&PCS, N.Y.

Public Affairs—Public Relations

Lashley, W. A. Vice President—Public Affairs
Harvey, J. K. Manager—Public Relations,
New York
Matlack, H. R. Manager—Administration
Noone, M. C. Special Representative

Purchases & Materials

Fridman, P. T. Supervisor—Materials, Chicago
Kardos, M. L. Supervisor—Materials,
Selkirk, N.Y.
Lash, B. R. Supervisor—Materials,
Pittsford, Pa.
Shinn, W. N. Materials Coordinator,
Collinwood, O.
White, J. E. Supervisor—Materials,
Youngstown, O.

Real Estate

Dunn, W. R. Director—
Leased Property Administration
Flood, J. J. Director—Hotels Administration
Jordan, R. D. Director—
Property Sales Administration
Supon, J. J. Manager—Real Estate—Staff
Sweeney, J. J. Manager—Real Estate
Wies, D. M. Manager—Real Estate, Chicago

Sales & Marketing

Abernathy, W. J., Jr. Division Sales Manager, Akron, O.
Barton, C. D. Asst. Manager—
Special Projects
Barton, T. D. District Sales Manager,
Columbus, O.
Brinks, A. F. Manager—Staff Services, Phila.
Bullock, H. L. Manager—National Accounts—
Machinery, Phila.
Cantrell, D. R. Manager—TrailVan Services,
Chicago
Carpenter, H. H. Asst. Manager—
Marketing Information Services
Christ, E. C. Manager—
Marketing Information Services
Cole, J. M. Asst. Manager—
International Sales, Baltimore
Collard, T. A. Supervisor—
Service Quality Control
Colliflower, J. H. Asst. Manager—
National Accounts, Chicago
Cosentino, N. R. Sales Manager, New York
Dean, L. J. Asst. Manager—
Market Development—International
Finney, C. H. Manager—National Accounts,
Chicago
Gates, H. T. District Sales Manager,
Charleston, W.Va.
Gilhooly, T. J. Division Sales Manager,
Chicago
Good, R. P. Division Sales Manager,
Newark, N.J.
Harrington, G. E. Manager—
National Accounts—Government Sales
Hunt, R. J. Asst. Manager—
Market Development—Consumer Products
Marro, J. A. Supervisor—Special Equipment,
New York
McCormick, P. C. Manager—
National Accounts—Rubber Products
Mortensen, R. E. Manager—
Market Development—Food Products
Munro, J. M. Manager—
Market Development—Flexi-Flo Services
O'Connor, B. P. Asst. Director—
National Accounts, New York
Rankin, M. K. District Sales Manager,
Omaha, Nebraska
Ringwood, J. W. Asst. Director—
National Accounts, New York
Schwartz, R. L. Division Sales Manager,
Ft. Wayne, Ind.
Waldschmitt, R. M. Asst. Manager—
Pricing, Phila.
Zarriello, E. G. Asst. Sales Manager,
New York

Secretary

Fisher, M. R. Asst. Manager—
Building Services
Flynn, M. J. Supvr.
(Post Office, 30th St. Station)
Stamato, V. F. Supvr.—Records & Storage

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Indianapolis
Hollerman, R. W. Captain—Police,
Harrisburg, Pa.
McQuaid, Quentin Superintendent—Police,
Phila.

Systems Development

DeAngelis, R. J. Business Systems Consultant

Giorio, A. G. Advisory Systems Analyst

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Wallace, J. E., Jr. Reorganization Attorney
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Automobile Terminal, Detroit
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Weir, R. C. Supervisor—
Automobile Terminal, Detroit

CENTRAL REGION

George, R. J. Supervisor—
Passenger Train Operation, Pittsburgh
Lange, K. G. Asst. Supvr.—
Passenger Train Operation, Pittsburgh

Allegheny Division

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Williamsport, Pa.
Hamblin, R. E. Supervisor—Track,
Huntingdon, Pa.
Harvey, G. C. General Foreman,
Corning, N.Y.
Walters, D. F. General Foreman—Car,
Altoona, Pa.
Woerner, C. H. Asst. Supervisor—
Comm. & Signals, Williamsport, Pa.

Pittsburgh Division

Corcoran, G. N. Trainmaster, Mingo Jct., O.
Dailey, H. H., Jr. Asst. Supervisor—Track,
Steubenville, O.
Heasley, W. M. General Foreman, Oaks, Pa.
Light, G. E. Trainmaster, Shire Oaks, Pa.
Smith, O. P., Jr. Asst. General Foreman—
Car, Conway, Pa.

Valley Division

Blair, A. Supervisor—Track, Canton, O.
Macaluso, C. C. Supervisor—Track, Niles, O.
Matchulat, H. H. Supervisor—Structures,
Youngstown, O.
McDonald, R. H. Division Engineer,
Youngstown, O.
Morris, A. R. Supervisor—Track,
Wheatland, Pa.
West, E. E. Road Foreman, Crestline, O.

EASTERN REGION

Bradley, J. J. Equipment Director, Phila.
Tennant, H. M. Equipment Director, Phila.
Toadvine, G. A. Asst. Supt.—Operations—
Freight, Phila.

Chesapeake Division

Phillips, M. Asst. Supervisor—Track,
Washington, D.C.
Warfel, R. J. Asst. Supervisor—Track,
Chester, Pa.

Harrisburg Division

Doran, H. A. Supervisor—Track, S. Phila.
Erney, E. D. Asst. Supervisor—Track,
Enola, Pa.
Hunt, R. A. Supervisor—Track,
Hagerstown, Md.
Scarchello, B. W. Supervisor—Track,
Harrisburg, Pa.
Staplin, D. E. Supervisor—Track,
Sunbury, Pa.
Thomas, E. K. Supervisor—Track, Phila.
Worthington, W. M. Asst. Division Engineer,
Harrisburg, Pa.

New Jersey Division

Bishop, C. H. Supervisor—Track,
Weehawken, N.J.
Frank, J. J. Trainmaster, Morrisville, Pa.

Granato, J. A. Asst. Supervisor—
Track, Kearny, N.J.

METROPOLITAN REGION

Bourcet, J. B. Supervisor—Air Brakes, N.Y.
Dowd, A. F., Jr. Road Foreman,
Brewster, N.Y.
Heringer, L. F. Supervisor—
Substations & Electric Rep., N.Y.
Jacobson, L. A. Asst. Supvr.—
Substations & Elec. Rep., N.Y.
Kovacs, T. G. Cost & Material Engineer—
C&S, N.Y.
Maher, F. H. Supervisor—
Service Plant, N.Y.
Sharp, G. L. Asst. Trainmaster,
Stamford, Conn.
Walker, R. W. Supervisor—
Electric Traction, Stamford, Conn.
White, J. J. Road Foreman, New York

NORTHEASTERN REGION

Mohawk-Hudson Division
Craig, K. L. Road Foreman, Rensselaer, N.Y.
Deeley, J. C. Trainmaster, Oak Point, N.Y.
Krause, A. J. Transportation Supervisor,
Selkirk, N.Y.
Quinn, R. S. Trainmaster, Utica, N.Y.

New England Division

Levergood, A. V., Jr. Division Engineer,
Boston
Roberts, R. J. Terminal Trainmaster,
W. Springfield, Mass.

NORTHERN REGION

Strohl, B. L. General Manager, Detroit

Detroit Division

Bolyard, J. D. Trainmaster, Detroit
Hanna, T. F., Jr. Trainmaster, Sterling, Mich.

Michigan Division

Carroll, P. T. Trainmaster, Wayne, Mich.
Licate, A. J. Trainmaster, Jackson, Mich.
Parrott, D. A. Supervisor—Track, Cadillac, Mich.

SOUTHERN REGION

Reddick, K. E. Supervisor—
Locomotive Inspection, Indianapolis

Cincinnati Division

Hardwick, W. T. Material & Equipment
Engineer, Cincinnati, O.
Steele, R. D. Trainmaster, Cincinnati, O.

Columbus Division

Dattilo, J. J. Asst. Supervisor—Track, Columbus, O.
Erwin, J. W. Trainmaster—
Road Foreman, Bellefontaine, O.
Hamrick, R. D. Supervisor—Track, New Lexington, O.
Nichols, W. S. Asst. Supervisor—Track, Kenton, O.
Schrader, W. V. General Foreman, Bellefontaine, O.

Southwest Division

McQueen, J. A. Trainmaster, Indianapolis
Meyers, G. N. Division Engineer, Indianapolis
Toney, R. B. General Foreman, Indianapolis
Wilson, S. S. Supervisor—Track, Hillsboro, Ill.

WESTERN REGION

Chicago Division

Anders, J. Q. Terminal Trainmaster, Elkhart, Ind.
Barber, T. K. Trainmaster, Elkhart, Ind.
Leo, D. A. General Foreman—Car, Chicago
Selegrath, D. E. Road Foreman, Elkhart, Ind.

Cleveland Division

Dunseath, W. K. Terminal Superintendent, Cleveland
Young, R. H., Jr. Trainmaster, Rockport, O.

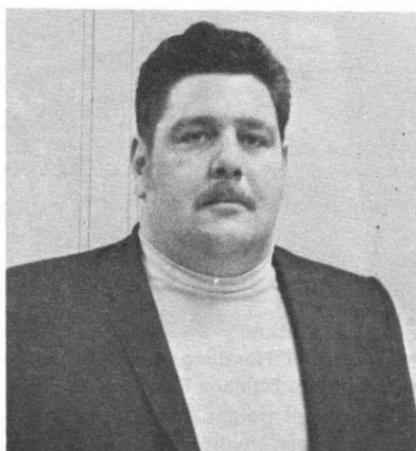
Fort Wayne Division

Svoboda, J. C. Road Foreman, Ft. Wayne, Ind.

Toledo Division

Larson, P. C. Terminal Superintendent, Toledo, O.
Linton, W. E., Jr. Terminal Trainmaster, Airline Jct., O.

Brakeman Spahr Campus Leader



Look what the campus revolt has turned up—a conservative Republican.

He's Daniel Spahr.

Nights, he's a brakeman at Penn Central's freight yard in Weehawken, N.J. Days, he's a full-time student at Jersey City State College, majoring in political science.

Recently the students elected him president of the Student Government Association.

"They know I'm a Gold-spahr-type Republican," Dan Spahr says, "but they also know I'm a dedicated battler for campus improvements.

"My approach is to work within the system, and to aim

for reasonable goals. The students apparently have come to recognize that this is more effective than demonstrations."

Dan Spahr is 29, married, the father of two daughters. He went to work soon after high school, enlisted in the Army for a three-year hitch, came to the Railroad in 1966.

He attended college at night for a while, then got assigned to the third trick so he could go to college in the daytime.

For a time he dayted the campus newspaper. A hefty 6 feet 3, he's also on the varsity track team, specializing in the discus, javelin, hammer and shot putt.

Does all this wear him down?
"Heck no—I've gained weight. My wife's cooking . . ."

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MANAGER—EMPLOYEE PUBLICATIONS

Joseph Shallit

STAFF PHOTOGRAPHER

Nelson M. Stickler

CONTRIBUTING EDITORS

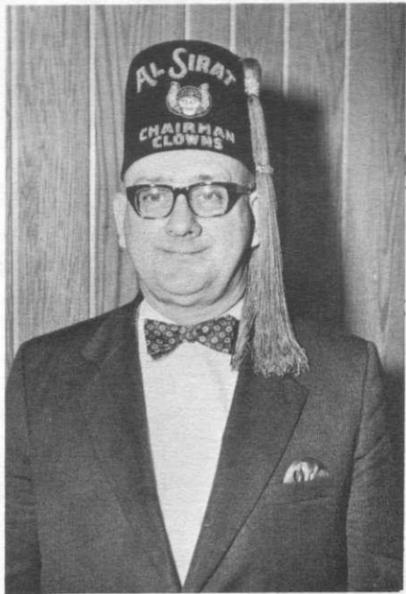
William E. Baird, Pittsburgh
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Cecil G. Muldoon, New York
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Farwell C. Rhodes, Indianapolis

PC PEOPLE

RESCUE AT LANCASTER, PA.: A college student fell while trying to climb a cliff at an amusement park and fractured his leg. His friends helped him down to the ground near the Penn Central tracks. There was no way to get an ambulance or other vehicle to the area.

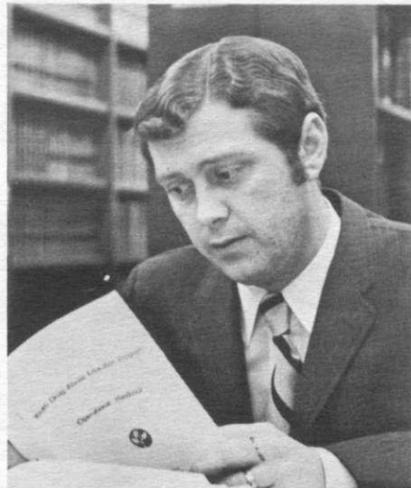
Along came Freight XBE-5. The frantic youths flagged it down, and got quick aid from the crew: Conductor D. D. Bahm, Engineer H. J. DiMarino, and Brakemen E. J. Leonard and J. J. Dailey. They helped the injured youth aboard and took him to where an auto could be brought in and transport him to a hospital.

The injured youth's mother, Mrs. C. Richard Farmer, wrote to Penn Central: "You are to be congratulated on the calibre of such fine employes, and I do hope that you will extend our gratitude to them. Son Daniel's leg will soon be mended, but I am sure that he will always have a soft spot in his heart for your railroad."

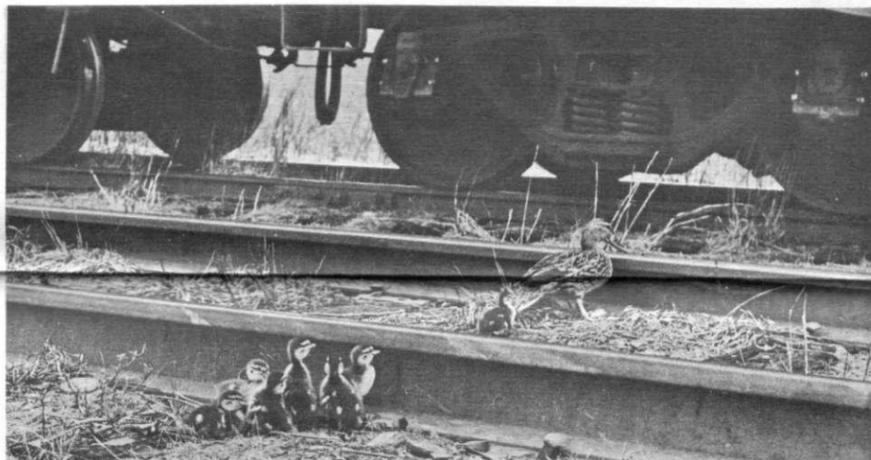


CLOWNING AT CLEVELAND, OHIO: Sterling Gaede, PC examiner-labor relations, is a very serious fellow on the job. He reviews grievances filed by employes and prepares reports and recommendations for settlement with the local chairmen.

But off the job, his chief hobby is clowning. He's chairman of the clown unit of the Al Sirat Grotto of the Masons. The clowns participate in Masonic parades, and spend a lot of time bringing cheer to hospitals, children's homes, and nursing homes. Says Mr. Gaede: "If our antics can make some sad and lonely children happy, we're happy."



CIVIL DEFENSE AT ELKHART, IND.: Carl G. Rimmel (center in photo) is a Penn Central freight conductor. For the past nine years, he's also been director of civil defense for Elkhart City and County. Photo from the South Bend Tribune shows him busily engaged in running a training exercise, simulating the action that would be taken in event of tornado or other disaster. Mr. Rimmel, who has 30 years of railroad service, is a retired lieutenant colonel, U. S. Marines. He served as a fighter pilot in World War II and the Korean conflict. His son, Carl, is a recent West Point graduate. Another son, Kim, is a PC car inspector but is leaving to attend aviation technical training.



WILDLIFE AT SIMSBURY, CONN.: Local Freight NX-18 was just about to complete its last switch of the day when Brakeman Charles D'Agostino noticed some baby ducks trying to cross the tracks. He signalled a quick stop to Engineer Ray R. Guinea. Conductor Howard Fransen approved this humanitarian delay in service, and Brakeman D'Agostino helped some of the baby ducks get over the high rails. Then Mama Duck came along and the whole brood safely made the crossing. Photo is from the Hartford Courant.



KINDNESS AT EUCLID, OHIO: Photo shows Joseph Skur on the job as assistant general yardmaster, talking to crews at Collinwood Yard. Not shown is Mr. Skur in an unusual off-duty activity he's been carrying on for eight years. On a volunteer basis, he teaches handicapped children how to swim. His students at Euclid's YMCA include children who are blind, deaf or crippled. "Here is something they can learn to do without Mom and Dad holding them," he says. In his high school days, Mr. Skur was on the swimming team. In the service, he was captain of the swimming team of the 3rd Army at Fort Benning, Ga.

He talks and sings safety

One day about 20 years ago, Paul R. Kates was a fireman on a train hauling gravel through Delaware.

A boy was spotted on the tracks near a swimming hole.

"The engineer applied the brakes and blew the whistle," Mr. Kates says.

"The boy looked at us, then slowly

Engineer Kates gets their attention with railroad songs. Then comes the commercial—"Stay off the tracks" (photo at right).



stepped aside.

"But not far enough.

"He was killed."

Paul Kates never forgot that tragedy.

All the years since, he has never missed an opportunity to talk railroad safety to children, in his activities as a Scout leader and as a speaker at public schools.

His latest presentation was for a third-grade class at the Green Street School in Claymont, Del., his home town. He was invited by the teacher,



Beulah Obrecht, whose father is a retired PC car inspector.

Mr. Kates brought along his guitar (he used to play in a dance combo), warmed up his young audience with railroad songs, then talked about the hazards of trains and tracks.

He wound up his talk by presenting each child with a glossy Metro-liner book-cover. It bears the motto: **Keep off the tracks... unless you're on a train.**

Claymont is a residential town with only one authorized railroad crossing, the station tunnel.

"The tunnel is conveniently located," Mr. Kates points out, "yet re-

cently an adult and two children lost their lives crossing the tracks south of the station.

"It seems that some people simply refuse to believe they can get hurt on a railroad track.

"I think one of the most valuable things Railroaders can do is to talk stay-off-the-tracks to all the children they can.

"Lives can be saved that way."

Engineer Kates has two sons and a daughter, all now married. Did they receive safety instruction when they were growing up?

"You better believe it!"

All the third-graders drew posters after the talk. Here is one by Henry Jacoby.



PENN CENTRAL
POST
 6 PENN CENTER PLAZA
 PHILADELPHIA, PA. 19104

A major part of Penn Central's comeback campaign is the unceasing search for better ways to serve customers. This ad has appeared in publications read by shippers.

Another service innovation from Penn Central.

Overnight TrailVan service between New York and Boston.

**PENN CENTRAL'S NEW
 OVERNIGHT TRAILVAN SERVICE SCHEDULES.**



Again, Penn Central, the world's largest piggyback carrier, brings you something new. On August 30, 1971, we will initiate overnight TrailVan service between New York's Harlem River Terminal and Boston's South Boston Terminal. This special new service features simplified low rates available to all, and will operate 6 days a week.

Here are a few highlights of Penn Central's new overnight service.

1. Trains feature late evening departure and early morning arrival.
2. The lowest rates for ramp to ramp traffic. Plus additional savings of \$10 per trailer for return loads.
3. These low rates include use of railroad-supplied equipment. Or, you may use your own at reduced rates.
4. Trailers up to 13 feet in height can be handled.

This is just one of the new services Penn Central is offering to shippers. We want to move your freight. We mean business.

For more information about Penn Central's new overnight service, call or write:

In New York:
 C. Fred Browning
 Manager-TrailVan Sales
 466 Lexington Ave.
 New York, N.Y. 10017
 (212) 340-2969

In Boston:
 Arthur M. Brown
 Manager-TrailVan Sales
 33 Dartmouth St.
 Westwood, Mass. 02090
 (617) 329-4143

SCHEDULES

TV-37 BOSTON TO HARLEM RIVER

BOSTON

Customer Closing Time 8:30 PM
 Release to Transportation 9:30 PM
 Leave 10:15 PM

PROVIDENCE

Customer Closing Time 9:30 PM
 Release to Transportation 10:30 PM
 Leave 11:45 PM

NEW HAVEN

Customer Closing Time 9:30 PM
 Release to Transportation 10:30 PM
 Leave 2:45 AM

HARLEM RIVER

Arrive 4:45 AM
 Place 6:30 AM

TV-38 HARLEM RIVER TO BOSTON

HARLEM RIVER

Customer Closing Time 8:45 PM
 Release to Transportation 10:15 PM
 Leave 11:15 PM

NEW HAVEN

Customer Closing Time 9:30 PM
 Release to Transportation 10:30 PM
 Leave 1:45 AM

PROVIDENCE

Arrive 4:15 AM
 Place 6:00 AM

BOSTON

Arrive 5:45 AM
 Place 6:45 AM



PENN CENTRAL TRANSPORTATION COMPANY

You can count on us.