

**PENN CENTRAL**

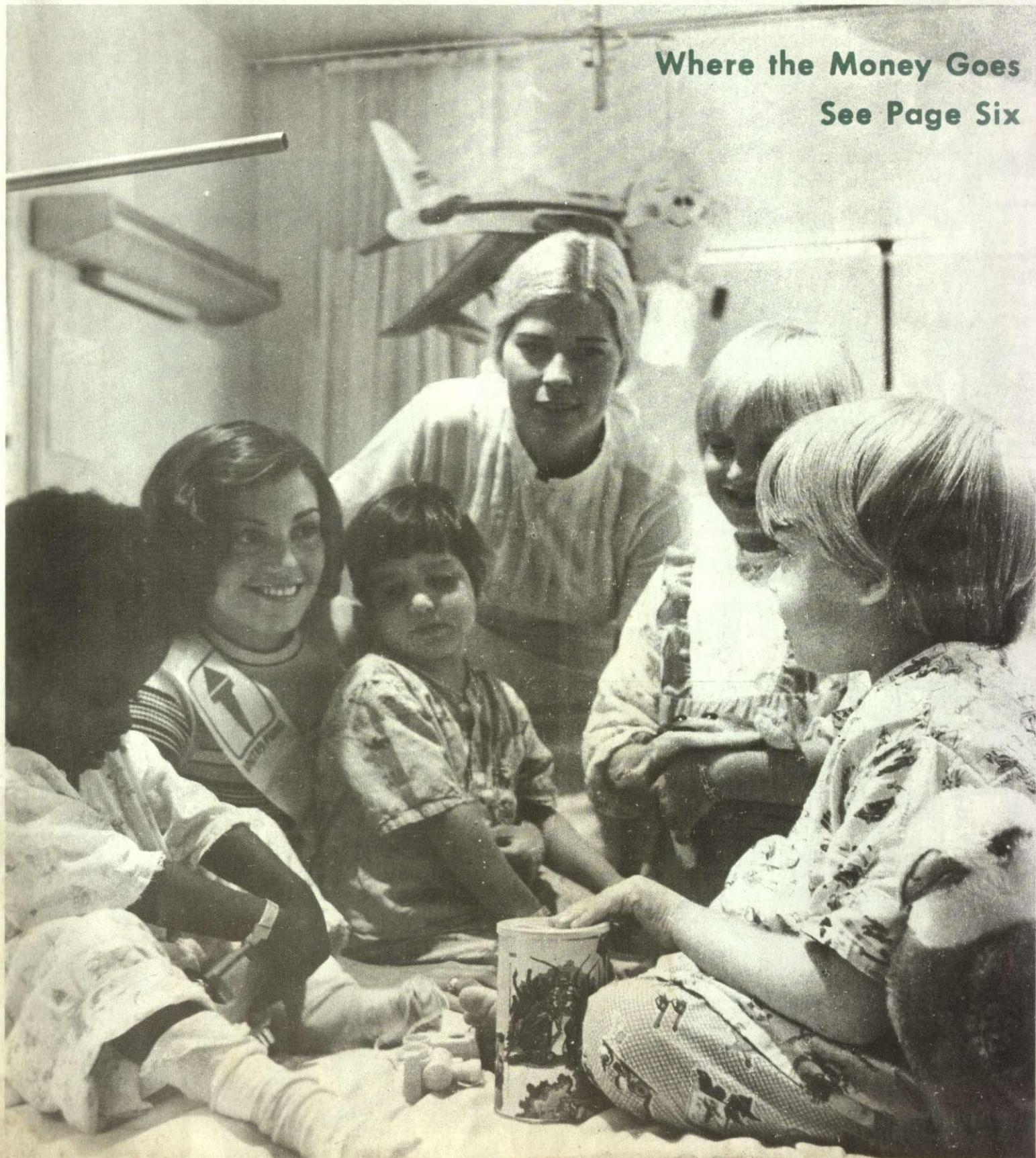


# **POST<sup>®</sup>**

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

OCTOBER 1974

**Where the Money Goes  
See Page Six**



# WHERE WE STAND NOW

The complex clutter of news about Penn Central can be pretty hard to follow. The editor of Penn Central Post often receives questions from employees to clarify various points. Here is an attempt to answer typical questions and put the Penn Central situation into focus.

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## The Federal Court decisions - how do they affect us?

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To get a clear fix on this, let's go back to summer when two separate Court decisions were issued affecting Penn Central.

The first came from a panel of Federal Judges reviewing the Regional Rail Reorganization Act, which provides for a new railroad system — "Conrail" — to be created out of the bankrupt lines. On June 25, the Judges concluded that parts of the Act are unconstitutional, and they prohibited any transfer of rail properties from Penn Central to Conrail. However, under their decision, the planning for restructuring the Eastern railroads can go forward.

This decision has been appealed to the U.S. Supreme Court.

The second court action came on July 2. Federal Judge John P. Fullam, in charge of the PC reorganization, ruled that Penn Central should not become part of Conrail. His major reason was that he found the Act does not provide a process that would be fair to creditors and stockholders, because there is no assurance of adequate payment for the PC properties to be taken into Conrail.

But Judge Fullam delayed action on his ruling until it could be reviewed by a three-Judge Special Court in Washington.

On September 30, the Special Court made public its decision. It found that Penn Central (and several other bankrupt roads) can properly be included in Conrail. As for creditors who might claim they were not receiving fair compensation, the Special Court said they would have the right to appeal to the U.S. Court of Claims for additional payment from the Government.

This decision of the Special Court would appear to open the way for Penn Central to become part of Conrail. However, the Court postponed putting its decision into effect until it sees how the U. S. Supreme Court rules on this issue.

The Supreme Court is expected to act on this in the next few months.

This will be the crucial decision shaping Penn Central's future.

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## How is Penn Central doing financially?

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Penn Central is still losing money every month, but the losses have been decreasing.

The latest financial report, covering the month of August, shows a net loss of \$7,962,434. In August a year ago, the net loss was more than twice as high — \$18,133,984.

For the eight months, January through August, Penn Central had a net loss of \$118,199,661, which was about 16 per cent below the ordinary net loss for the first eight months of last year — \$140,002,901.

These loss figures include certain rents, interest and taxes which are due but not being

paid, having been deferred by the Court in charge of the PC reorganization.

The railroad's constant problem, ever since it entered bankruptcy, has been to maintain an adequate cash flow to meet payrolls and other day-to-day needs. In August, the Trustees were able to maintain adequate cash by taking advantage of grace periods on payments due for cars and locomotives, and by briefly postponing other payments, which have since been met.

The Trustees have forecast an adequate cash flow for the remainder of 1974, but this could be seriously affected by a coal strike and possible work stoppages in other basic industries, as well as by continued inflation and other economic factors.

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## What would a coal strike mean to Penn Central?

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Approximately one out of every five carloads moving on the Penn Central is a carload of coal. The revenue from hauling coal is currently about \$4½ million a week. The loss of this revenue would be a disastrous setback, gravely weakening Penn Central's cash position.

The present contract between the coal companies and the United Mine Workers expires on November 12. Negotiations are now going on. The two sides are reported far apart. News reports are not optimistic about the likelihood of averting a strike.

If a strike occurs, the steel industry — one of the largest sources of freight for Penn Central — would begin to feel the effects within a week. Steel mills depend on a steady supply of coal, which they transform into coke, a basic ingredient of steelmaking. The coke ovens, in turn, produce by-products essential to chemical companies — which are also large shippers on the Penn Central.

If a coal strike went on for weeks, power plants using coal to produce electricity would have to reduce their output or shut down, affecting many other industries that ship freight on the Penn Central.

So Penn Central is hoping hard — as is the rest of the Nation — that the coal negotiations will bring an early settlement

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## What about bad track?

### What's being done?

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The track story is grim. Everybody knows it. Slow orders, derailments, shortages of materials . . .

Not that the railroad isn't putting gobs of money into track. By the end of 1974, we will have spent about \$290 million for maintenance of way — almost 13 per cent more than in 1973. But this doesn't mean 13 per cent more trackwork. Almost all the increase is due to higher costs. For example, in 1973 the average purchase price of a crosstie was \$7.29; in the first eight months of 1974, it was \$12.53.

On May 1, 1974, Penn Central had 8,606 miles of track on which trains had to operate under slow orders (mostly on secondary lines and branches). By mid-September, the figure had been reduced to 8,259 miles. However, the improvement mainly reflects the usual summer increase in maintenance work, rather than indicating that the railroad is winning its battle against deterioration of track.

The fact is, maintenance-of-way expenditures would have to be boosted at least 50 per cent

to enable the railroad to just hold the line against further deterioration. And to make significant gains in upgrading tracks would cost a great deal more.

PC's Trustees have given the U.S. Department of Transportation the details of a catch-up maintenance program. It shows that \$3.3 billion would be needed over the next eight years to eliminate all deferred maintenance on the most heavily used 15,000 miles of the PC System. The railroad would be able to provide only \$2.3 billion of this from its own funds over this eight year period. Government help would be needed for the rest.

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## How do we stand on car supply?

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We could use a lot more cars. PC people are in the unhappy situation of not being able to supply enough cars to take care of all the freight that wants to move on our lines.

From January 1 to the end of September, Penn Central lost an estimated 150,000 carloads because of insufficient cars. About 100,000 of this represented coal that couldn't move because Penn Central's large fleet of 42,600 serviceable hopper cars wasn't large enough. The other lost loads were due mainly to insufficient boxcars and gondolas.

Penn Central doesn't have the cash now to acquire new cars. And even if it did, it probably could not get Court approval because creditors oppose the use of railroad cash for items that would be taken over by a government-sponsored railroad system.

The car repair program is somewhat larger than last year's, but not nearly enough to reduce our ratio of bad-order cars.

Penn Central's Trustees are trying to obtain Federal funds under the Regional Rail Reorganization Act to expand the car maintenance and repair program at PC's huge Samuel Rea Shop, in Hollidaysburg, Pa.

Meanwhile, the help of PC employees is urgently needed to get fullest use of the cars in service, preventing idle standing time as much as possible, and expediting pickup and delivery.

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## How is morale on the PC these days?

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Penn Central and its people have to stand a lot of ribbing. As an example, in a recent TV show Jackie Gleason played a stock investor getting set to jump out of a window. He said he hoped he would land on the man who talked him into buying Penn Central stock.

To PC people who invested their savings in the railroad's stock, that's a poor joke. The uncertainty about the railroad's future isn't amusing, either. Neither is the frustration of having to work with insufficient materials and supplies, having to economize at every turn, and above all, knowing where physical improvements ought to be made but knowing there isn't the money to do it.

Nevertheless, PC people are making do with what they have, and producing a brand of service that is truly impressive, considering the handicaps. The Penn Central Post continually receives letters from customers commending PC people.

Even employees with deepest dissatisfaction with the way things have been going are seen to be doing a creditable job. It's a matter of self-pride. The pride of a railroader doing the job he knows best.

## Morale on track at Penn Central

By BRADLEY MARTIN

It might appear that if any years as one of its court-appointed trustees. company's employees were entitled to mope around on the job, the people at the Penn Central railroad would qualify for the privilege.

After all, their railroad has been bankrupt for more than four years. More than 8,000 miles of its routes are in such bad shape that orders for trains to go slow are in effect. There were 3,512 derailments on the Penn Central in the first eight months of this year alone. A reorganization plan enacted by Congress last year is tied up in litigation that must be decided by the Supreme Court.

But in the face of all these discouraging facts, according to Jervis Langdon, Jr., morale at the Penn Central is good.

And there is some evidence that Mr. Langdon, president of the Philadelphia-based railroad since January, is right about that.

The 69-year-old lawyer and lifelong railroader was interviewed Friday at Pennsylvania Station here as he was about to begin his daily commute. (He lives on Gibson Island, south of Baltimore, where his family used to spend summers when he was president of the B&O. Railroad a decade ago.)

### Job protection

One reason for good morale at the Penn Central, Mr. Langdon said, is that the Regional Rail Reorganization Act of 1973 provides job protection for non-management employees. Another is that the new Consolidated Rail Corporation—if and when it gets out of the planning and litigation stage and takes over most of the Penn Central—is likely to retain most members of the present management because "they're excellent people, they know the property."

Then there are some morale-boosting efforts that Mr. Langdon said he had begun upon moving into the railroad's presidency after 3½

Each week, he said, there are regional meetings of general managers, division engineers, and traffic and labor-relations officials. And Mr. Langdon and the other three or four top people of the company go around to these regional meetings.

"You can't run a railroad," he said, "unless the people in the regions and the divisions have an opportunity to discuss their local problems with the management."

Also, he said, the morale of employees represented by labor unions has improved since January.

Mr. Langdon said he discovered that discipline had been overly severe. For "even minor offenses," he said, supervisors had been "throwing the book at the particular employee involved" instead of offering "some kind words . . . correcting him."

"We changed all that," he said, and "are trying to deal with these employees man to man."

The Penn Central, since bankruptcy, has lost 659 supervisory employees through resignation, Mr. Langdon said, but those who remain "are of the highest caliber and have chosen to stay."

To fill the gap created by all these resignations, the railroad has begun a program of training young people for supervision.

### Apparent eagerness

Young people joining the firm undoubtedly figure the risk of finding themselves out of jobs shortly is low, Mr. Langdon said, because the trains are going to keep running even if the government has to run them.

But "you don't have to tell 'em anything" in the way of persuasion to sign up, he said. "They want to work for a railroad."

Whether or not the morale of Penn Central employees is uni-



JERVIS LANGDON, JR.  
... Penn Central president

versally high, a reporter who spent a day recently riding the rails outside Pittsburgh with two officials of the railroad and a visiting representative of the United States Railway Association found an apparent eagerness to move ahead with long-deferred track and signal improvements.

Albert S. Barr, a former Baltimorean who is chief engineer for the railroad's central region, said, for instance, that he was old enough to retire if he wished but preferred to stay around because he was "curious" to see what would happen. His current project, using money scraped up somewhere, was computerizing traffic control to eliminate the need for 67 signal operators who sit in towers along one heavily traveled stretch of track.

And in the Penn Central's corporate public relations office in Philadelphia, official railroad spokesman scurry about answering reporters' questions with all the enthusiasm and directness of Jerald F. terHorst on his first day as press secretary for a new and popular President.

Of course, the Penn Central can use an improved image to advantage in its continuing efforts to extract more interim operating money from a reluctant Congress.

But in the view of Jervis Langdon, having a railroad run by skilled and dedicated people to hand over in a year or so to a government-controlled corporation is a matter of pride. As for himself, he said, he does not plan to stay on after that but will move to his family farm in Upstate New York and practice some law.

Continued from Page One

To return to the question: How is morale? It surely isn't as high as in the days when the railroad was making a profit and improvements were possible. Undoubtedly there are employees who consider morale low. But overall, it appears to be a good deal better than an outsider might assume.

As a matter of interest, the Penn Central Post is reprinting an article on this very subject from a recent issue of the Baltimore Sun.

# MEMO

## To PC employees with college training

Penn Central continues to look ahead to meet its needs for capable supervisors and managers.

Openings for promotion continually become available. During the past 12 months, there were more than 1,000 promotions, many involving employees who started on the railroad in such jobs as clerk and brakeman.

Employees who demonstrate their ability to assume higher responsibilities will continue to be sought among all parts of the railroad family for future promotions.

At this moment, there are 61 openings for management trainees. Because of the technical nature of the responsibilities in these positions, PC employees must have college training to

apply.

Most of those selected will need to have degrees in engineering (civil, mechanical, electrical or industrial), accounting or mathematics. For a limited number of positions, college graduates who majored in transportation, marketing or general liberal arts may qualify.

PC employees who have not obtained degrees but who have several years of college training, supplemented by technical experience, will be considered.

Penn Central representatives will also be visiting college campuses to interview suitable applicants.

The candidates who are chosen will receive intensive training in one of the following:

Track and structures, communications and signals, main-

tenance of equipment, sales and marketing, finance and accounting, transportation, and systems development. The training will last for varying periods up to 13 months, depending on the department to which the trainee is assigned.

Any Penn Central employee who feels that he or she has the necessary college training to qualify is invited to write to Fred J. Oleson, Manager of Recruiting, Penn Central Transportation Company, Room 1202, Six Penn Center, Phila., Pa. 19104. Your letter should tell about your education, your work experience on the railroad and elsewhere, and where you feel you would fit best.

Such letters should be sent without delay. Suitable people are needed now.



Fred J. Oleson interviews an applicant interested in management trainee program.

# Down in the Salt Mine

Cornstalks sway in the breeze. Wheat ripens. Grapes grow fat, waiting for the harvest and the wine vats. Sailboats gleam white as swans on the blue waters.

It's a dreamy scene, the Finger Lakes country.

But out of sight, some 2,000 feet underground, there's the rumble and clatter of deep mining operations, gouging out an enormous volume of salt.

"It's our hidden asset," says John Sims, Penn Central agent at Watkins Glen, in the heart of the Finger Lakes region of Upper New York State.

This is the site of vast salt beds, deposited about 300 million years ago when the sea waters that covered this area evaporated.

Several salt mining operations



Conductor Joseph Stadelmaier discusses switching schedule with Agent J. H. Sims.

have been active here a long time. One of the newest—and largest and deepest—is near Himrod, N.Y., served by Penn Central people.

You'd hardly know it's there, except for the modest blue sign on Route 14: Morton Salt Company . . . Seneca Lake Mine.

But beyond the neat, blue-trimmed white buildings, you'll find a yard filled with freight cars, loaded or waiting for loads.

The product is the rock salt used by highway departments and homeowners to clear away winter's ice and snow.

When Seneca Mine reaches full production, it will provide Penn Central with thousands of carloads a year.

"We're now working two production shifts and three maintenance shifts daily," says Marvin F. Winkel, plant manager for Morton's newest mine.

The railroad has changed freight schedules to meet the increasing production, points out PC Agent Sims.

"Besides the local freight service at Himrod," he says, "there are trains CS-5 and CS-6, operating between DeWitt Yard at Syracuse and Corning, N.Y.



2000 feet down, miners dig vast beds of salt, to be used for clearing frozen roads.

"CS-6 is known as the Salt Train. It brings the empties to the mine and picks up the daily production averaging about 45 cars."

The salt goes to Eastern Seaboard points, ranging from New England to northern Virginia. The bulk salt moves mostly in 100-ton covered hopper cars; the bagged salt, for small users, goes in boxcars.

Down in the Seneca Lake Mine—which has a constant temperature of 70 degrees and virtually no humidity—explosives and undercutters rip into the salt seams.

Starting at a central location, mining operations spread out in all directions. The mined area resembles a series of rooms, with pillars of salt left standing for support.

The salt is fed into breakers to be crushed and screened. Conveyor belts carry it to the surface.

There the salt is treated with anti-caking agents, including a blue dye which identifies the salt as a Morton product.

The salt then goes into storage bins, from which the railroad cars are loaded. An automatic car-mover pulls each loaded car out and positions the next empty.

Morton has undercover storage room for 25,000 tons of salt, and an outside storage area with 250,000-ton capacity.

Penn Central people—from Industrial Development, Engineering and Transportation—worked with the Morton officials over a period of five years to establish the mining operation.

The former main track became the lead into the mine area, and a new main track was built to the west of the old track. A new yard was built between the two tracks.

"Most of the mine's employees were hired from the Penn Yan area," says Arthur J. Lauer, Morton's office manager. "While this happens to be a prosperous



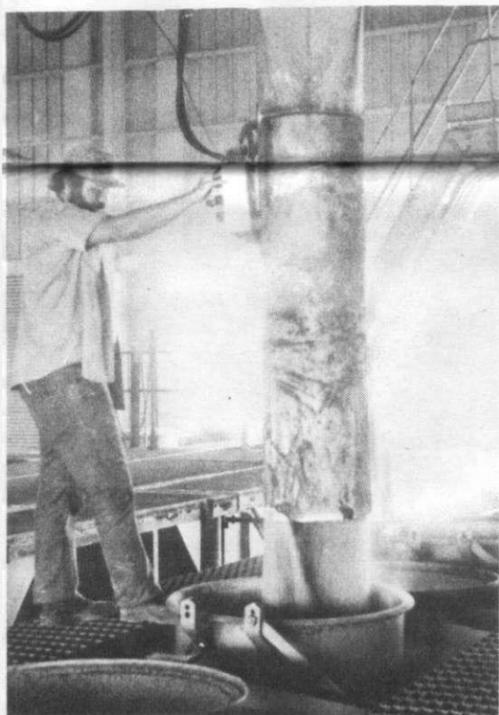
Salt, ready to combat winter icing, is examined by Arthur J. Lauer, office manager for Morton, and PC Agent John Sims.

area, our mining operation helps assure a continued high level of economic activity."

Two years ago, Tropical Storm Agnes brought heavy rains causing washouts on the Penn Yan-Dresden Branch.

"Rains like that we can do without," says Agent Sims.

"As folks involved in the salt business, we prefer ice and snow."



Morton employee guides salt into hopper car from an overhead storage bin. To fill a 100-ton car takes him about 10 minutes.

## Amtrak Notice

### On Employee Travel

Restrictions on free or reduced-rate travel on a number of trains, in effect during the summer travel season, have been lifted in Amtrak's most recent circular. The following restrictions remain:

Free or reduced-rate travel is not permitted on any Metroliners nor on Turbo trains traveling the Boston-New York route.

From December 13, 1974, through April 30, 1975, free or reduced-rate travel is not permitted on the Silver Meteor (Train Nos. 83 and 84).

Reservations (for parlor car, reserved-seat coach, and sleeping car) may be made for trains other than the above, according to the following regulations:

Reservations may be made only within the 24-hour period before the train's published departure time. Sleeping car space cannot be purchased aboard the train.

Employees are reminded that these special accommodations are sold on a space-available basis, and must be paid for at full-rate, though the transportation charge is covered by a free or reduced-rate ticket. Such tickets must be obtained before boarding the train.

Amtrak will issue further notices on train restrictions and reservation limitations several times each year.

## Congress okays retirement law

Congress has passed and sent to the White House a bill to put the Railroad Retirement Fund on a sound financial basis. The House of Representatives approved it by a vote of 343 to 10; the Senate by 86 to 1.

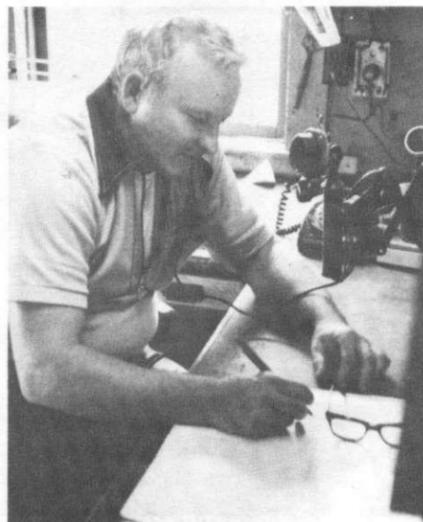
Railroad Labor and Management cooperated in making recommendations that went into the bill and in urging Congressional support.

Among other things, the new legislation provides:

- Phase-out of dual benefits in the future for persons who have worked on the railroad and also in a non-railroad industry, but preservation of dual benefits

for persons already qualified under both Railroad Retirement and Social Security.

- Government funds to pay for the extra costs of dual benefits until they are phased out.
- Full retirement benefits, including the supplemental annuity, for employees who retire at age 60 with 30 years' service; and full benefits for their spouses at age 60.
- Improved benefits for widows and other survivors of railroad employees.
- Cost-of-living increases in future years for retirees.



Gordon Wilson is block operator at Himrod, N.Y., key junction for movement of Morton carloads by Penn Central people.



Hot assignment for

PC'S NEWEST REGION

**T**ake a Penn Central map and trace the line between Washington, D. C., and Boston.

You're tracing the busiest 450 miles of railroad in America.

Operating on this main line and its branches on a typical day are more than 600 commuter trains, 117 Amtrak intercity trains, 8 mail trains and more than 200 freight trains.

This is the transportation life-line for an area containing a fifth of America's population.

This is where the Government is working on long-range modernization plans, which would transform this route into a dazzling highspeed

line with passenger trains whizzing up to 150 miles an hour.

All of which helps explain the creation of Penn Central's newest operating Region.

It's called the Northeast Corridor Region.

It includes portions of the responsibilities and personnel formerly assigned to PC's Eastern and Northeastern Regions.

"The thousands of PC men and women who are now part of the Northeast Corridor Region have as hot an assignment as anywhere on the railroad," says Jay M. Gilmore, general manager of the new Region.

"It's our job to maintain and

operate the commuter services at Boston, North Jersey, Jersey coast, Philadelphia and Baltimore-Washington, serving some 120,000 riders a day, with trains arriving and departing from stations 90 seconds apart at peak hours.

"We run the Metroliners and other intercity trains serving a steadily increasing volume of passengers — now up to 30,000 a day — up and down the Corridor.

"And we have responsibility for freight trains traveling through the Corridor.

"Above all, it's our job to dovetail the operation of passenger and freight trains to assure smooth operation of both.

"In short, our mission is to give passengers and freight a better ride than ever before."

Included in the new Region are all the men and women who repair, service and clean passenger cars and locomotives at Boston, Sunnyside, N. Y., and Philadelphia.

"The work of these maintenance people has always been of top importance to assure the comfort of passengers and keep them riding our trains," Jay Gilmore says.

"But their work now has added significance because of a new contract which our railroad has negotiated with Amtrak and which is now awaiting review by the Federal Court in charge of the Penn Central reorganization.

"Under this contract, we will suffer financial penalties if we fall below certain maintenance stan-



Larnette Fowler is part of cleaning crew on Amtrak trains at Sunnyside Yard, N. Y.



General Manager Jay M. Gilmore discusses the mission of the Northeast Corridor Region with Julius H. Peake, trainman on Amtrak trains; Anthony B. DiPadova, conductor on commuter trains; and Frank Brady, asst. stationmaster at Penn Station-30th St., Phila.

dards. For example, Amtrak will dock us if a car isn't clean, or if its air conditioning fails.

"We will also be penalized if trains run excessively late.

"On the other hand, Amtrak will give our railroad substantial bonus payments if we improve our on-time performance.

"This obviously means a great

deal at a time when we are repeatedly facing critical cash situations and must take the most stringent measures to meet our payrolls and other day-to-day needs.

"That's why everybody on the Penn Central is looking to us of the Northeast Corridor Region to do the best possible job."

Not included in the new Region's responsibility are the freight yards in this territory. They continue to come under the supervision of the Eastern and Northeastern Regions. But the new Region controls freight trains when they use lines where passenger trains also run.



Joseph J. Chinnice replaces window in a coach used in Amtrak passenger service.

A portion of the main line, the 55 miles between New Rochelle, N.Y., and New Haven, Conn., is excluded from the new Region's responsibility. This portion of track comes under PC's Metropolitan Region, which has charge of all commuter services funneling into Grand Central Station.

In managing the Northeast Corridor Region, Mr. Gilmore reports to Edward P. Frasher, assistant vice president-passenger. Serving under Mr. Gilmore as general superintendent-operations is Robert A. Rutledge.

The new Region is divided into four districts, each headed by a Corridor Manager.

The Corridor Managers are: Robert J. Duggan, with headquarters at Boston; William A. O'Toole, at New York; John K. Shoemaker, at Philadelphia; and Robert J. Hunter, at Baltimore.

Mr. Gilmore points out that one of the important functions of the Northeast Corridor Region is to deal with government agencies which are surveying operations and taking steps toward improving the track and equipment.

"For example, new commuter cars financed mainly by Federal and local government agencies are beginning to arrive in the Philadel-



Intensive instruction on new commuter cars is given to all employees involved. Here Philip J. Costello shows M-of-E men how to reset breaker for the air compressor.

due time	service	from	to	status	stairway
11:15	SOUTHERN LASCENT	WASHINGTON AND SOUTH CONNECTIONS	NEW YORK/NEW HAVEN/ BOSTON	ON TIME	3
11:38	EASTWIND	NEW YORK/NEW HAVEN/ BOSTON	WASHINGTON	ON TIME	8
11:42	METROLINER	WASHINGTON	NEW YORK	ON TIME	
11:43	METROLINER	NEW YORK	WASHINGTON	ON TIME	5
11:47	SILVER STAR	NEW YORK	ALBANY/ ST. PETERSBURG	ON TIME	6
11:57	PHILADELPHIA EXPRESS	HARRISBURG	PHILADELPHIA	ON TIME	A
12:15	NEW YORK EXPRESS	PHILADELPHIA	NEW YORK	ON TIME	
12:38	HARRISBURG EXPRESS	PHILADELPHIA	HARRISBURG	ON TIME	C
12:40	CONNECTICUT YANKEE	NEW YORK/NEW HAVEN/ SPRINGFIELD	PHILADELPHIA	ON TIME	

The information board at 30th Street, Philadelphia, illustrates the tight scheduling of passenger trains serving the key communities along the bustling Northeast Corridor.

phia and North Jersey areas," he says.

"It's our job to test each car. If we discover any problems, we require the manufacturer to make corrections before we accept the car for service.

"A total of 200 new cars, costing more than \$75 million, will be received for these two commuter services.

"For Boston commuter service, we are currently working with the Massachusetts Bay Transportation Authority to develop a means of financing an upgrading program for cars and locomotives assigned to that service.

"Amtrak is acquiring new cars and locomotives that will run over our lines. We soon will receive the first new Amtrak electric locomotive for testing. There already are new Amtrak diesels in service between New Haven and Boston, where the right-of-way is not electrified.

"Meanwhile the Department of Transportation is studying possible plans for improving the Corridor.

"This would include elimination of all rail-highway crossings, reducing curves that slow trains, and renewing rails, ties and ballast.

"When these improvement projects get started, you can imagine the complex operating situation. We'll have to maintain our busy train schedules while permitting the track work to go forward.

"To get ready for that time, we must build an efficient, tightly knit operating team fully capable of handling such mammoth operating problems.

"What we Northeast Corridor people can look forward to, when all the plans on the drawing boards become reality, will be something spectacular.

"The tracks, rolling stock and service on this line will be a transportation showplace, unmatched anywhere in America and perhaps anywhere in the world."



Instructor Charles G. Trunnell gives Engineman C. E. Argust pointers on operating the new multiple-unit commuter car.

## For Employing Veterans

American Legion officers recently presented a citation to Penn Central Transportation Company for "an outstanding record of employment of veterans."

The Legion's Department of Pennsylvania specifically cited the instances of veterans hired at PC's shops in Altoona, Pa.

The action arose out of a suggestion by Victor T. Raia, car repairman-welder, who is State Vice Commander of the Legion. He had noted the number of veterans being hired at Altoona, and reported this to Al O'Donnell, chairman of the Legion's Veterans Preference and Employment Committee. Mr. O'Donnell states that after checking records at the State Employment Service, "our committee found that Penn Central's hiring practices certainly entitle it to receive the award."

Shown at the presentation ceremony are: State Vice Commander Victor T. Raia; James

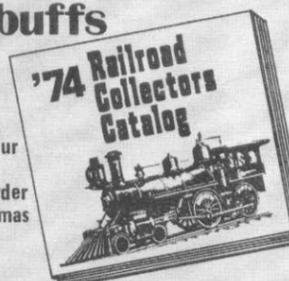


E. Stuart, PC general mechanical superintendent for freight cars; Veterans Committee Chairman

Al O'Donnell; and Pennsylvania Department Commander Don H. Jeffrey.

**Free catalog lists over 100 gifts for rail buffs**

Mail the coupon today and receive your catalog in time to order for Christmas gifts.



Penn Central Souvenirs PCP-9  
1040 Six Penn Center, Phila., Pa. 19104

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State \_\_\_\_\_

Zip \_\_\_\_\_  
**PC SOUVENIRS**

# Why say YES to your community campaign?

Why? Because . . .

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

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

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

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

An oldster with special problems . . . There are organizations and institutions to meet such needs.

All these social agencies — and many others — are supported with money collected by annual community campaigns.

The fund-raising has various names in various communities: United Fund, United Way, United Torch Drive, Crusade of Mercy, United Foundation . . .

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



At Altoona, Pa., employees sign their United Fund pledges with Patricia Ingham: G. J. Kelly, tractor operator; Jeffrey Weight, laborer; P.C. Engleman, shipper-receiver; R.C. Grissinger, truck operator.



At New York, Margaret Janatsch and Linda Norbutt, of Passenger Service, discuss features of the fund-raising campaign.

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

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

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



At Philadelphia, five secretaries spotlight United Fund campaign: Patricia Newman (seated), Nancy Matthews, Patricia Brennan, Linda Freer and Diana Tierney.

ON THE COVER: Pat Newman visits Children's Hospital of Phila. to see where United Fund contributions go. She was selected, in city-wide competition, as one of nine young women to carry United Fund story to business and industry.



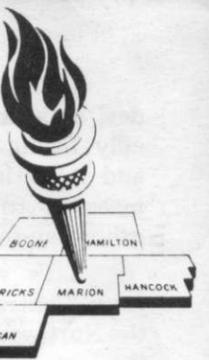
At Indianapolis, Ind., Secretary Dixie Ricketts posts bulletins from United Way campaign in PC's regional headquarters.

of time.

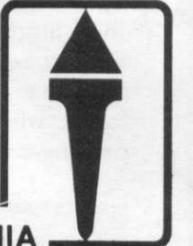
The campaigns are going on in most areas where railroad people live.

Say Yes. Sign your pledge card. It's insurance. It insures that hospitals and other essential agencies will continue to be there, whenever you might need them.

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DETROIT



PHILADELPHIA  
UNITED FUND  
TORCH DRIVE



BOSTON

The United Way of Mass. Bay.

CHICAGO



CRUSADE OF MERCY

PITTSBURGH

UNITED FUND

ST. LOUIS



BALTIMORE

United Fund of Central Maryland



NEW YORK



WILMINGTON

UNITED TORCH DRIVE

CLEVELAND



## Recent Appointments

### SYSTEM OFFICES

#### Sales & Marketing

Alexander, W.E. Vice President-Marketing  
Bay, L.M. Manager-Equipment Coordination  
Becker, J.W. Manager-Market Development-  
Special Projects  
Crum, D.L. Manager-National Accounts  
DuPont, P.A. Market Planning Analyst  
Gbur, J.E. Market Planning Analyst  
Kozior, R.S. Asst. Manager-National  
Accounts-Automotive (Import)  
Milholland, T.E. Division Sales Manager,  
Buffalo  
Ploehh, C.D. District Sales Manager,  
Davenport, Iowa  
Quinn, J.R. Asst. Manager-Commerce

#### Finance & Accounting

Caruso, J.T. Manager-Special Accounting  
Projects  
Fisher, G.L. Interline Accounts Manager  
Flora, L. Asst. Collection Manager  
McDowell, E.J. Area Credit Manager  
Ruotolo, J.A. Director-Credit & Collections  
Tarpey, J.P. Director-Freight Accounts  
Receivable  
Weltzer, L.A. General Tax Agent, Chicago

#### Labor Relations & Personnel

Burnham, S.W. Training Supervisor

#### Vice President-Staff

Anzaldo, F.C. Computer Shift Manager  
Davis, C.H. Director-Planning Research  
DiOrio, T.W. Asst. Manager-Scheduling  
& Data Control  
Dixon, J.F. Manager-Computer Operations

Feeney, M.T.  
Friel, P.J.

Computer Shift Manager  
Manager-Data Preparation  
& Input/Output Control  
Computer Shift Manager  
Computer-Shift Manager  
Asst. Director-System  
Data Center  
Supervisor-Operations Control  
Systems Analyst

McBride, R.J.  
McCall, D.L.  
Nagele, A.C.

Potter, L.J.  
Sheridan, E.L.

#### Transportation

DiPadova, A.F. Supervisor-Locomotive  
& Caboose Distribution  
Fontana, A.C. Supervisor-Locomotive  
& Caboose Distribution  
Paakh, L.A. Supervisor-Locomotive  
& Caboose Distribution  
Phillips, T.F. FACTerminal Supervisor, Boston  
White, J.T. Supervisor-Locomotive  
& Caboose Distribution

#### Operating Administration

Fenice, F.M. Supervisor-Industrial  
Engineering, Wilmington, Del.

#### Security

McQuaid, Q. Manager-Security  
O'Neil, G.J. Superintendent-Police

#### NORTHEAST CORRIDOR REGION

Burton, G.H. Regional Mechanical  
Supervisor-Passenger Cars

#### METROPOLITAN REGION

Barletta, M.J. Supervisor-Train Operation,  
New York  
Boni, E.A. Asst. Trainmaster,  
Stamford, Ct.

Kuiper, G.H. Asst. Trainmaster, New York  
Rowe, R.J. Trainmaster, New York

#### NORTHEASTERN REGION

##### Mohawk-Hudson Division

Huntley, R.E. Asst. Master Mechanic,  
Selkirk, N.Y.

##### New England Division

Flynn, R.F. Road Foreman, Hartford, Conn.  
Fox, A.J. Trainmaster, Pittsfield, Mass.

#### EASTERN REGION

McGoldrick, J.P. Regional Budget  
Supervisor, Phila.

##### New Jersey Division

Gorla, G.F. Terminal Trainmaster,  
Waverly, N.J.  
Plagesse, J.L. Trainmaster, Weehawken, N.J.  
Romanowich, J. General Foreman,  
So. Amboy, N.J.

#### CENTRAL REGION

Taylor, J.S. Engineer-Communications,  
Pittsburgh

##### Pittsburgh Division

Freeman, J.T. General Foreman-Car,  
Conway, Pa.  
Gearhart, R.J. General Foreman,  
Mingo Jct., Pa.

##### Valley Division

Garman, R.A. Supervisor-Track, Niles, Ohio

#### NORTHERN REGION

Krause, G.D. Supervisor-Train Movement,

Detroit

#### WESTERN REGION

Burgoon, D.R. Asst. Field Engineer-  
Communications & Signals, Chicago

##### Chicago Division

Kurasek, H. General Foreman-Car  
(Night), Chicago (12th St.)

##### Cleveland Division

Griffin, G.L. Road Foreman, Collinwood, Ohio  
Hummer, J.L. Road Foreman, Collinwood, Ohio  
Lee, D.W. Asst. Supervisor-Train  
Operation, Cleveland  
McGlothlin, R.W. Trainmaster (Night), Cleveland  
Philbin, J.T. Trainmaster, Rockport, Ohio  
Sturgis, R.L. General Foreman-Car,  
Rockport, Ohio  
Zurek, W.A. Trainmaster, Rockport, Ohio

#### SOUTHERN REGION

Pyson, R.S. Production Engineer-Track,  
Indianapolis

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

MANAGER — EMPLOYEE PUBLICATIONS

Joseph Shallit

SYSTEM PHOTOGRAPHER

Nelson M. Stickler



G. L. Maas, Toledo Division Superintendent, happily displays million man-hour award to the high-speed surfacing gang (at left) and the Air Line Yard subdivision gang (above).

## They've got a good thing going

There was a gala celebration at the Hospitality Motor Inn in Toledo, Ohio.

There were speeches (brief), steaks (thick) and dancing (fast).

The occasion:

The attainment of 1,000,000 man-hours of Maintenance-of-Way work without a single lost-time injury.

"A million man-hours is a kind of magic figure, because it's hard for any industrial group to go that long without somebody or other getting hurt," the gathering

was told by David L. Wilson, division engineer.

"Well, the men gathered here are a select group indeed — they've actually passed the million mark twice in a row!"

Dave Wilson explained that the Toledo Division's M-of-W men started a no-accident period on April 6, 1971, and went well past the million man-hour mark until August 31, 1972, when an employee standing in a gondola moved backward and tripped over work materials, injuring his elbow.

"That brought our perfect record to a wrenching halt," Mr. Wilson said. "So we just got up, dusted ourselves off, and started another no-accident streak.

"And on March 31 of this year we reached another million man-hours. And we're still going strong."

Sharing the achievement are trackmen, machinists, plumbers, electricians, engineers of work equipment, carpenters, painters, M-of-W repairmen, signalmen, linemen and all the other people of Toledo Division's M-of-W Department.

Said Dave Wilson:

"We've proved that men who know their business — men who know the safe way and are determined to do things that way —



Trimming a 2 x 4, Paul Herman is safe: He wears goggles, has safety guard affixed to saw, has firm hold so wood won't slip.

It has been a custom for every new M-of-W employee hired on the Division to come to the Division Engineer's office for a safety discussion.

Before performing any job operation, he says, the employee should know precisely what's expected of him and the safety precautions to be taken. If not sure, he says, "ask questions first — not after it's too late."

"This is as safe an M-of-W department as there is anywhere in the United States," he concludes. "We count on you to help keep it that way."



Patrolling track, H. A. Layman stops to tighten bolt. Note: He works the wrench upward, not down. (Down could cause slip and fall.) And his feet are firmly braced.

can evade the natural hazards of working in a transportation industry."

Mr. Wilson has often toured his territory carrying a 35-mm camera. He took pictures showing men at work — doing things the right way or, at times, not so right. He made up slides, and showed them at brief meetings in tool houses or camp cars.

"The men could see themselves or fellow employees in actual operations — could see instances where safety can be improved," he said. "That way, we can stop accidents before they happen."



"I ASKED HIM WHAT IS THE SECRET OF HIS RIPE OLD AGE."

## DAVE TROY SLOWS DOWN

For David E. Troy's 100th birthday on September 15, his wife preferred a quiet affair for relatives and friends at the

Troy home in Pittsburgh.

"Not like last year," said Mrs. Edna Troy. "The Elks threw a big party for his 99th birthday, and he danced me all across the floor.

"I felt this year it might be a little too much for him."

You see, Dave Troy is kind of slowing down. Last year, for example, he tended his garden as usual and brought in a fine crop of tomatoes, onions and peppers. This year, Edna did the gardening—"his legs aren't too reliable now"—and the crop wasn't half as good.

But he still gets up and down the steps of their three-story house. He still puts away a hefty plate of pork and sauerkraut or ham and cabbage. And he still picks up his harmonica and whangs out a lively "Pennsylvania Polka" or "I've Been Working on the Railroad."

Dave Troy started working as

a 14-year old waterboy on the PRR in 1888, carrying buckets of water to track gangs.

He subsequently became a leverman, and worked most of his years in BU Tower, a busy location at the edge of Pittsburgh passenger yard. He retired in 1940, and has been drawing a pension for 34 years.

He and his first wife had four children. After her death, he remained a widower for about 10 years. Then he met a vivacious, auburn-haired charmer, who loved to dance as much as he did. They foxtrotted, waltzed and polkaed at all the affairs of and Elks and Knights of Columbus. And in 1950, when Dave was 76 and Edna was 42, they got married.

"We've traveled a lot and danced everywhere," she says.

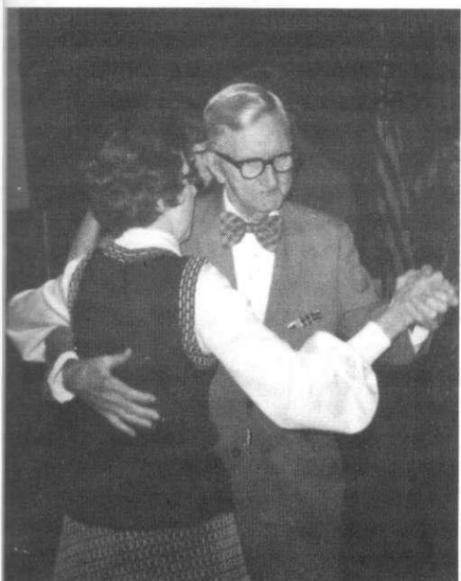
He has never wanted to slow down, she says. When he was 90, she made him stop climbing

the roof to clean out the gutters. When he was 97, she made him stop driving the family car.

About eight years ago, he fractured his wrist in a fall. But when the mood came on him to play his violin, he got it out and played a polka—cast and all.



Dave Troy prepares to cut the handsome cake for many friends who came to party.



On his 99th birthday, Dave Troy danced his wife around the ballroom. But on his 100th, last month, he had to sit it out.

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(Ages 18-59 Years)  
(At Home or In the Hospital)

Pays you cash up to \$300.00 a month or \$18,000.00 in a 5-year period for accidents or \$7,200.00 in a 2-year period for sickness.

**MAY BE CONVERTED AT  
AGE 65 OR RETIREMENT**

## 2. HOSPITAL INCOME

(Ages 18-64 Years)

Pays you cash of \$100.00 a week up to 52 weeks, when member, spouse or children are confined in a hospital.

**MAY BE EXTENDED AT  
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## 3. FAMILY ACCIDENT

(Ages 18-59 Years)  
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Provides "Round-the-Clock" medical and hospital expenses up to \$1,000.00 plus accidental death benefits of

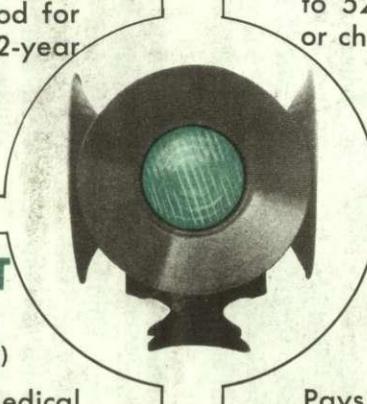
- \$5,000.00 for Member
- \$2,000.00 for Spouse
- \$1,000.00 for Each Child

## 4. COMBINATION

(Ages 18-59 Years)

Pays you cash up to \$15.00 a day for 60 days, when member, spouse or children are confined in a hospital, in addition to surgical schedule.

**MAY BE EXTENDED AT  
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