

PENN CENTRAL



POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

NOVEMBER 1968



HELLO, BARBRA!

See Page Four

Why is he blurred? Because he jumped

(and shouldn't have)

Why did he do it?

Ray McWilliams was demonstrating how to climb off a boxcar. The car was simulated by a chair, on which he was standing, plus a blackboard.

But instead of stepping down the safe way, he jumped.

"Awful," said Joseph A. Bonelli, manager of safety, addressing the classroom of Penn Central supervisors.

"Let's discuss what he did wrong."

The discussion brought out a dozen different safety violations. They ranged from Ray's failure to have his trousers secured at the ankles, to his failure to look for possible obstacles and to test for a firm footing.

Ray McWilliams, who is road foreman of engines at Englewood, Illinois, grinned. Because, of course, he had deliberately done everything wrong. The purpose was to provide the supervisors with a demonstration of how to make safety observations.

This bit of play-acting took place at an important safety conference in Philadelphia. It marked the start of a System-wide program to introduce the new safety manuals and

safety regulations of the merged railroad.

"These books were produced after months of labor," Mr. Bonelli said. "And we consulted many working railroaders to gain the benefit of their practical experience and know-how."

"The result is, in our opinion, the most useful set of safety handbooks the railroad industry has ever had."

The new safety manuals look new. They're printed in modern, easy-to-read type. The headings are bold. The covers are in day-glow colors.

But the most novel feature is that they are not **Don't** books. They're **Do** books.

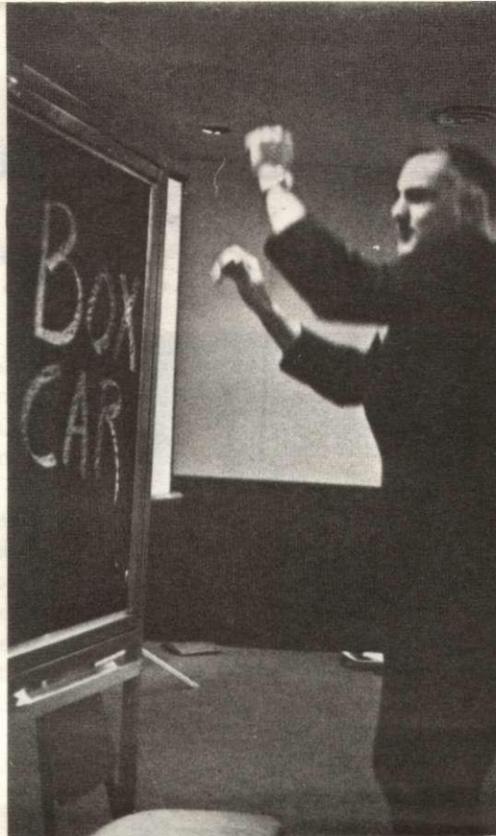
"Safety manuals in the past consisted of warnings against unsafe ways of doing things," Mr. Bonelli explained. "They were valuable manuals, but the approach was negative. They told what **not** to do."

"Our new manuals tell what **to** do."

"They give precise instructions on the safe way to handle the numerous operations in the day's work."

"There's no theory here. This is all practical information, based on the experiences of on-the-ground railroaders."

Seven different manuals have been



Ray McWilliams climbs off a "boxcar" in violation of the rules in the new safety manuals.



produced for seven different groupings of employees:

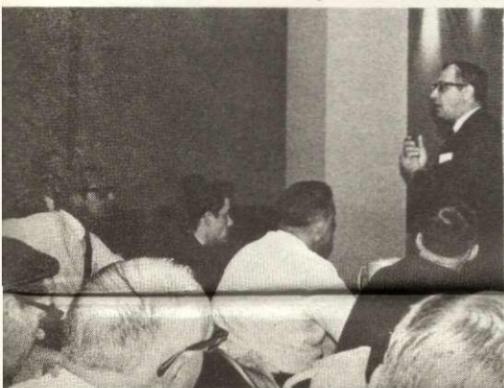
Train, locomotive and other transportation crafts; maintenance of equipment; maintenance of way and structures; material management; marine operations; station employees; and dining, sleeping and parlor car employees.

The supervisors who met in Philadelphia are now carrying the mes-

sage of the new safety program to all parts of the System. They are setting up classes to instruct employees in the safety regulations.

"This is one of the most vital projects in years," said Mr. Bonelli.

"I would like to personally urge all employees who receive the new safety manuals to read them thoroughly. As the saying goes, the life you save may be your own."



Joseph A. Bonelli, PC manager of safety, stresses a point at the safety conference.



A new rule is discussed by W. E. Burchard, general car foreman at Englewood, Ill.



New safety manuals, hot off the press, are received at Safety Dept. by W. N. Smith and L. A. Villella, formerly of PRR; and J. A. Flood and W. V. Hayes, from NYC.



Safety conference was programmed by the PC Training Section, which is geared to help any department set up training programs: A. B. Buchan, B. L. Sweringa, F. J. Liney and J. S. Stewart, manager.

HELPING DEMOCRATS

Thomas O'Gara's job was to be the man with the answers.

And that was no small task at a meeting as large and complex as the recent Democratic National Convention in Chicago.

Mr. O'Gara is a Penn Central sales representative at Indianapolis. At the convention he served as an assistant parliamentarian.

He helped answer questions from the delegates on the convention's rules and procedures. He was on hand during the floor fights over seating the Georgia, Mississippi, Texas and North Carolina delegates.



"I couldn't answer all the questions so I was always checking with Congressman John M. Murphy, the parliamentarian, for information," Mr. O'Gara said. "When I got it, I had to run back and tell the delegates."

"A couple of times I was as confused as the delegates. But a check of the rules made everything clear and it worked out all right."

The sales representative said that he was named to the convention post by Congressman Murphy at the request of John W. McCormack, Speaker of the U.S. House of Representatives. Mr. O'Gara had worked on Congressman McCormack's staff in 1955, when the Congressman was the Majority Leader.

Prior to that Mr. O'Gara was assistant librarian in the House Floor Library. The national convention was conducted under the same rules as prevail in the House of Representatives.

"I was familiar with these rules and I guess that's why Speaker McCormack considered me for the job," Mr. O'Gara said.

"It was a lot of work, but it also was very exciting. I was able to see, meet and talk to many governmental officers, elected officials and important people from all parts of our country."

His overall opinion of the proceedings: "The delegates selected the most qualified and most outstanding candidates at the convention."

HELPING THE G.O.P.

He's no politician—he's a railroad policeman.

But in this election year, John F. Stewart, a captain in Penn Central's police department at New York, was working for Richard M. Nixon.

He's served on Mr. Nixon's Advisory Council on Crime and Law Enforcement. This is a non-partisan group advising the GOP presidential candidate.

"The council is composed of people who deal with the law in all aspects," the captain said. "This includes arrest, prosecution, defense and rehabilitation."

He said that all 20 members of the council are well aware of the problems modern society faces. He added that the solutions to these problems surmount any political barriers.

There are Democrats and Republicans serving on the council. Its executive director is Martin R. Pollner, former assistant U. S. attorney. Captain Stewart met Mr. Pollner while the attorney was prosecuting cases of mail thefts on the railroad.

"I worked hand-in-hand with Mr. Pollner," the captain said. "In my 30 years on the railroad I've handled a couple of hundred cases concerning the Post Office Department."

"One day, Mr. Pollner asked me if I'd be willing to serve on the advisory council. I thought it over and told him yes."

The invitation from Mr. Pollner was followed by a formal one from

Mr. Nixon. The council held its first meeting in San Diego, where Captain Stewart met Mr. Nixon (photo).

"The council will serve until he disbands it," Captain Stewart said. "And there's a chance we might keep on for some time."

The captain has some definite views on crime and the law. He believes crime is on the increase because "we are too soft on the offenders." At the same time, he's optimistic that some answers to the problems will come from the council.

"Our program deals not only with crime but also with the prevention of crime," he said. "That's the fundamental objective toward which we are working."



For your home or Christmas gift list: Souvenirs of the PRR and NYC



(A) Elegant set of 8 PRR gilt-rimmed glasses with hefty 12-ounce capacity for highballs, fruit drinks, milk shakes. Each set contains four designs—two glasses in each design: Penn Station today, Penn Station of yesterday, old John Bull locomotive, Broadway Limited. Set of 8 glasses\$4



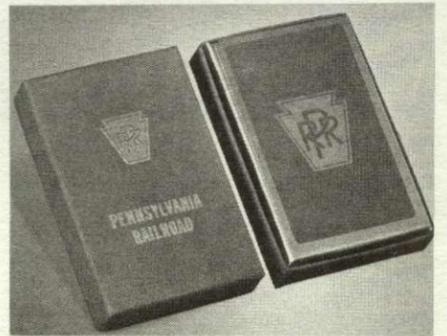
(B) 12-ounce New York Central glasses, decorated in black and gilt, commemorate New York World's Fair. Set of 6 glasses\$2.75



(C) PRR Old Fashioned glasses are 15-ouncers—almost a full pint. Congressional train, metropolitan background. Set of 8 glasses\$4

These historic mementoes will not be available again after present stock is gone.

All items will be mailed anywhere in U. S., postage paid by Dining Car Department. Please include sales tax in areas where required.



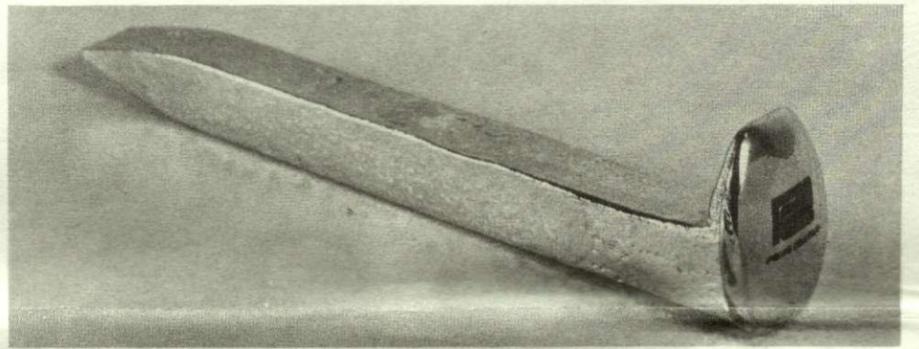
(D) Pinochle cards of exceptionally durable quality, gold-stamped with the historic PRR Keystone. Deck, 75¢



(E) Gilt-edge 9-oz. Old Fashioneds have PRR keystone and locomotive. Limited supply. Set of 8 glasses ..\$4



(F) These roly-poly 4-ouncers are cocktail glasses minus fragile stems. Maroon and white design. Set of 8, \$4



(G) And now a new item from the new Railroad: This gold-colored paperweight, with Penn Central monogram, makes a unique gift. Has the size and heft of an authentic railroad spike. In individual gift box\$2.50

MAN ON THE RUN

He's running for his life. "Everybody ought to," says Michael J. Mooney, a retired Penn Central engineman from the New York Division. "Jogging is the secret of good health and long life."

Jogging has suddenly caught national interest. Businessmen, office workers, housewives, students can now be seen trotting along city streets and country roads.

But Mr. Mooney, who is 68, has been doing it for more than 50 years.

"Look at most people nowadays," he says. "They're overweight, run-down and take pills for everything."

"If they'd jog a mile or so every day, they wouldn't need all those pills. And they'd sleep better at night."

Mr. Mooney usually starts each day with a few sets of tennis with neighbors at Morrisville, N. J. Then it's off to jog at the YMCA.

"The Y is well aware of the average American's physical condition," Mr. Mooney says. "It started a program called 'Run for Your Life' a few years back."

"And that's exactly what it is—a run for your life."

Members do as many laps around the gym as they want. Twenty-nine times around makes a mile. Mr. Mooney runs at least two miles a day.

For the last three years he has won the Y's mileage competition, averaging 750 miles each year.



"I can still do the mile in six minutes," he says proudly. "That's not bad for a 68-year-old. A lot of young-

To: Sidney N. Phelps, Director, Dining Car Service, Penn Central Company, Sunnyside Yard, Long Island City, N.Y. 11101

Please send the following items, postpaid:

ITEM	NUMBER OF SETS	PRICE
(A) Set of 8 12 oz. PRR glasses, \$4 per set		
(B) Set of 6 12-oz. NYC glasses, \$2.75 per set		
(C) Set of 8 15-oz. PRR glasses, \$4 per set		
(D) PRR pinochle cards, 75¢ per deck		
(E) Set of 8 9-oz. PRR glasses, \$4 per set		
(F) Set of 8 4-oz. PRR glasses, \$4 per set		
(G) Penn Central railroad spike, \$2.50 each		

TOTAL _____

My name: _____

My address: _____

City _____ State _____ Zip _____

Enclosed is check or money order for \$_____ payable to Penn Central Company. (Include sales tax if required in your area.)

er men at the Y can't catch me."

From 1917 to 1929, Mr. Mooney was a professional boxer. He toured Europe for 11 months, meeting the leading lightweight contenders in London, Paris and Rome.

He also boxed under the Pennsylvania Railroad banner in the United States and in 1922 won the System lightweight title.

Now in retirement, with a lot of time on his hands, Mr. Mooney spends it keeping fit.

"You've got to stay active," he says. "Take care of your body. It's the only one the Lord gave you."

Before you jog

First see your family doctor and make sure he approves.

"He might find some reason why you should not take up this form of exercise," says Dr. S. J. Cyran, Penn Central's director of medical services. "For some persons, such exertion could be dangerous."

"But for the average person in average health, jogging can be valuable. Start out with short runs, build up gradually."

"Don't overdo it. Let your family doctor tell you how far to go."

What's the story on passenger service?

The Penn Central Post
Asks Edward L. Claypole
Vice President
Transportation

Q. Suppose we begin with the High Speed Service. What's the situation at this moment?

A. As you know, the high-speed Metroliner cars were supposed to have begun running between Washington and New York a year ago. We haven't been able to accept the cars from the manufacturer, the Budd Company, because of mechanical problems, particularly in the electrical systems. But now the Budd Company believes that 30 of the 50 cars will soon be ready for service. We must test the cars to confirm this to our own satisfaction.

Q. The question is often asked: Why has our High Speed Service been having difficulty, while the Japanese have been having such a success?

A. Well, first of all, the Japanese spent seven years on research, development and testing before starting their service. We've been trying to get started in less than half the time. Furthermore, the Japanese were able to build a brand new railroad from scratch—not only new equipment but a completely new right of way, custom-tailored to the new service. They could do this because they had unlimited funds—all government money. The Japanese government invested \$1½ billion. In our project, the Federal government is committing only \$11 million. Our railroad is putting up the bulk of the money—more than \$45 million.

Q. If our tests show the 30 new cars are okay, when would service begin?

A. In a very short time. We are ready to get started when the cars meet specifications for performance, reliability and safety.

Q. We still keep hearing people say we're trying to get out of the passenger business. Can you comment?

A. Well, the fact that we're investing more than \$45 million in this service—more new money than all the railroads of the country combined are putting into modernizing passenger service—ought to answer that one. Our policy, in brief, is this: Where there is a real potential and demand for passenger service, we want to sustain and build up the service. Where the public has shown by its vanishing patronage that it no longer needs or wants certain trains, we have no choice but to discontinue service.

Q. By the latter, I presume you refer primarily to long-distance trains?

A. That's correct. This is a hurry-hurry age. We can't match the appeal of the jet planes for long-distance travel.

Q. Don't you hear people say that if the equipment and service were better, we would hold on to long-distance passengers?

A. Sure, I hear that often. Unhappily, it isn't true. Take the Broadway Limited. Travel connoisseurs consistently have rated it as one of America's top trains—superior travel in every way. We've added service extras to the Broadway at no extra charge, we've publicized it, we've advertised it. But year after year, the patronage

has dwindled. The problem is simply that not enough people today want to spend all night going from New York to Chicago when a jet can make the trip in less than two hours.

Q. There's a deep sentimental attachment to the overland trains, isn't there?

A. Of course—but not enough of the sentimentalists consistently *ride* the trains. I grew up in railroading; I hate to see a train taken off. Certain publications use the term "slaughtering trains," as if this were something we did out of deliberate cruelty. They act as if they hadn't heard about the invention of the airplane and the automobile. Listen, back in the 1920's before airplanes and autos began eating heavily into our patronage, we ran many hundreds more passenger trains than we do now. If we had held on to all those trains, we wouldn't be in business today. We would have gone the way of tradesmen who doggedly continued to turn out horseshoes and buggy whips after their customers had switched to autos.

Q. Still, isn't it true that in event of war or other national emergency, we might need a network of passenger service which no longer would be available?

A. Well, in actual fact, the railroads have been asked to transport only a small portion of the Armed Forces personnel during the Vietnam conflict. Most of the movement has been by air. However, if it is thought that the nation does need a rail passenger network for emergencies, shouldn't the nation provide for it? The government buys and stockpiles copper for emergencies; it doesn't expect the copper mining companies to assume the burden. Our view is that in many situations, rail passenger service is basically a *public* service, and the railroads should receive public financial aid to provide it.

Q. This is already recognized in regard to commuter service, isn't it?

A. Yes, to some extent. In the New York, North Jersey and Philadelphia areas, we have acquired new cars financed by local and state governments. We have operating contracts with public authorities which are reducing our losses on commuter service. This participation is a great step forward. However, it still hasn't gone far enough to put this service on a break-even basis or provide the equipment and service the public should have.

Q. This idea of governmental support—it hasn't extended at all to the long-distance trains?

A. Not yet. Currently the Interstate Commerce Commission is planning an investigation of railroad passenger service. We're ready to cooperate 100 percent in such a study. We agree it's high time that America determined how much rail passenger service is essential—what kind of service will best meet the needs—what it will cost—and how much public financial assistance is required to provide it.

Q. There have been recent news stories that

the railroads have been making money, not losing money, on passenger service. Can you comment on that?

A. I wish those reports were true. Life would be a lot easier for the railroads. The news accounts were based on a report issued by the Bureau of Economics of the Interstate Commerce Commission. Using partial costs, this report indicated that between 1954 and 1966, the passenger revenues of American railroads exceeded operating expenses by \$35 million. The news accounts interpreted this as "profits."

Q. What was wrong with this interpretation?

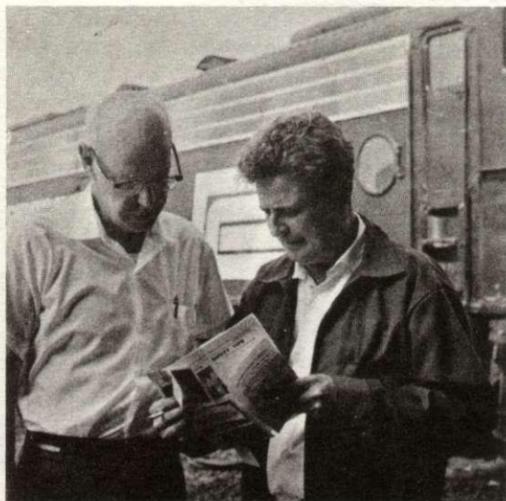
A. The Chairman of the Interstate Commerce Commission was asked the same thing after the news stories appeared. He replied that their interpretation "is not supported by the facts." And he added that "it was not the Bureau's intent to foster the impression that passenger operations were, in fact, profitable." You see, the report of the I.C.C. bureau did not include all the costs of passenger service, nor did it claim to. It didn't include taxes, for example. Anybody who owns a house knows that his taxes are a real cost, and no figment of the imagination. The I.C.C. report didn't include the rentals paid on passenger equipment. This is like figuring your budget and not including the payments on your auto. On top of that, the I.C.C. figures did not include costs known as "fully apportioned"—that is, the passenger trains' share of the costs of the tracks and signals and other elements without which the passenger trains couldn't run.

Q. Don't you think the average newspaper reader would have a hard time interpreting such statistical material?

A. Certainly. However, the whole question can be put into clear focus by noting how the I.C.C. figures apply to the New Haven Railroad. Here's a railroad that has been declared bankrupt by the Federal courts. It can't even meet its payrolls without emergency loans. Yet the I.C.C. figures were interpreted to mean that the New Haven came out \$17 million ahead on its passenger services in 1967, and led the Nation's passenger-carrying railroads. There has to be something awfully wrong with a report that tells a bankrupt railroad, "Congratulations—you're the biggest money-maker in the business!"

Q. How would you summarize the picture of passenger service on our railroad?

A. The Penn Central carries more passengers than any other railroad, so our passenger service is a big enterprise. It's also our biggest area of concern. Currently eighty cents of every dollar we earn on freight must go to make up what we lose on passenger service. It's a drain we can't stand indefinitely—no company could. It saps our strength. It takes away money that could be usefully employed in many ways to improve our railroad. We're determined to do whatever we can to get the passenger service on a basis where it will cease to be a drain and instead will contribute to the health of our railroad.



Read all about it

You need a local newspaper if you want the local touch. So believe the men of the Harmon Diesel-Electric Shops at Harmon, N. Y., and they have come up with their own

publication, the *Harmon Headlight*.

"It's a good way to keep the men informed about what's going on in our shops," explained Al Slavin (left), assistant to the shop staff manager.

Mr. Slavin and Senior Industrial Engineer Deg Heffernan are the co-editors. Other shop employees are helping.

"The first issue was put together in bits and pieces," Mr. Heffernan said. "That way, it didn't interfere with our jobs."

A commercial printer ran off 750 copies of the first issue in September.

"There were very few copies left," Mr. Slavin reported. "The boys really went for them."

In coming issues, the editors are going to try a column, "Meet Your Supervisor," to familiarize employees with the shop officials.

An important part of each issue will be "Safety Tips," written by Personnel Manager Eric D. Scaringi.

And a humorous touch will be added by the cartoons of Harry Tarkington, who is the assistant foreman of Harmon's multiple-unit car shop.



Coach, redesigned in open-side style, is covered in plastic for trip to movie site. Brakeman C. S. Keepport puts on red flag.



Car Repairman D. H. Dorwart oils the old steam engine, leaving Leaman Place, Pa.



Gene Kelly, the film's director, discusses plans with Al Goetchius (left), Penn Central trainmaster, and other railroaders.

'HELLO DOLLY' ON THE PENN CENTRAL

An old steamer and Barbra Streisand too

They were dancing in the street. And singing, too—"There'll be no blue Monday in your Sunday clothes . . ."

It was Hollywood in action along the tracks of Penn Central.

Barbra Streisand was there, as 20th Century Fox produced scenes for the movie version of the hit musical, *Hello Dolly*.

Walter Matthau was there, too, playing Barbra's leading man.

So was Gene Kelly, famed song and dance man, now a movie director.

And so was Al Goetchius.

Who?

We're talking about Albert W. Goetchius, Penn Central trainmaster, who had a vital role, too—assisting the movie company and making sure the performers worked with no hazard to themselves and no interference with normal train operations.

The scene was Garrison, N.Y., a village on Penn Central's main line beside the Hudson River, north of New York City.

The film company picked Garrison as the place it could most easily transform to look like the town of Yonkers in 1890.

And doing its part in a supporting role was old No. 1223.

This D-16sb steam engine, built by PRR men at Juniata Locomotive Shop in 1905, is on lease to the Strasburg Rail Road. It's used to haul railfans on tours through Pennsylvania Dutch country.

The movie company contracted with the Strasburg to remodel the locomotive, including headlamp, smokestack and dome from an earlier era of railroading, and a fictitious "15" number plate.

Four old coaches that once rode the Boston & Maine were also remodeled by the Strasburg.

This story-book train was picked up by a Penn Central crew at the Strasburg Railroad interchange at Leaman Place, near Lancaster, Pa. "Never hauled anything like this,"

On the cover: Barbra Streisand and cast liven up the depot at Garrison on Penn Central.

marveled Marvin A. Birk, Penn Central conductor.

The train was coupled onto Engineman Richard E. Geesey's diesel.

Though the steam engine was being pulled and did no pulling, its boiler was kept charged up to keep the parts lubricated.

The train took a roundabout route by way of Harrisburg, Newberry Junction, Syracuse, Schenectady and Albany to reach Garrison, N.Y.

The old engine was hand-fired with coal all the way, hissing steam and belching smoke.

"A real spectacle," said Trainmaster Goetchius, as he worked with Director Gene Kelly.

A typical request from Gene Kelly went like this:

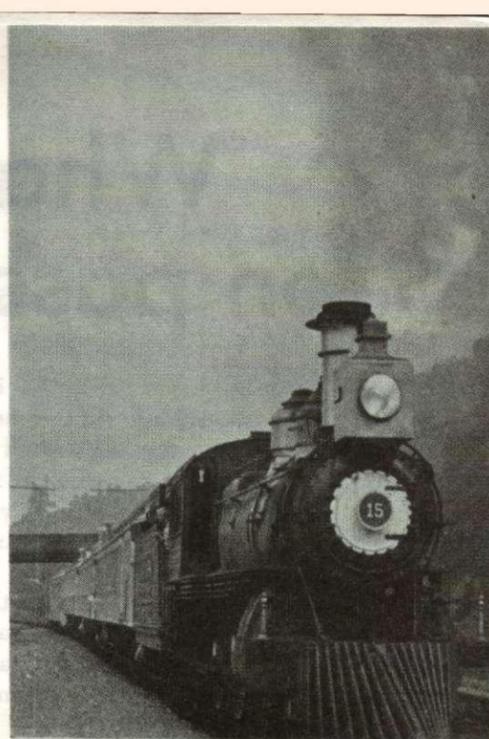
"Al, we'd like to come belching out of that tunnel about 35 miles an hour and hit the brakes hard at the edge of the station platform."

And Mr. Goetchius passed the word by two-way radio to Conductor Joseph Schuka.

Before the movie makers were satisfied, old 1223 did a total of 590 miles before the cameras.

Mr. Goetchius reached retirement age shortly after the movie assignment ended.

"Something to remember," he said.



Old PRR engine makes smoke for the benefit of movie cameras at Garrison, N.Y.



Taking a break, actresses in 1890 costume catch up with 1968 show business news.



Gene Kelly, behind cameras, directs a dance scene at remodeled Garrison station.

Why slow down at 90?

His birthday greetings included a letter from New York Governor Nelson A. Rockefeller.

"Congratulations and best wishes for many more happy and fruitful years," the Governor wrote John Kellogg Lovell, a retired New York Central freight claims agent.

"Thank you for the example you have set for the whole community and especially our Senior Citizens in demonstrating how useful a life can be de-

spite what the calendar says about age!"

This letter was one of many tributes Mr. Lovell received at his home in Yonkers, N.Y., on his 90th birthday.

For him, it was just the first 90 years of an active life.

When he left the Railroad in 1947, he increased his work in community affairs.

Governor Rockefeller called special attention to Mr. Lovell's service on the board of the Yonkers Visiting Nursing Association. Mr. Lovell is the first male member of the board.

Mr. Lovell is also vice-chairman of the Mayor's Senior Citizen Advisory Committee.

He's vice-president of Yonkers Chapter No. 62 of the American Association of Retired Persons.

He's an active member and fund-raiser at St. Andrews Memorial Episcopal Church, where he recently donated a memorial window (photo).

Mr. Lovell affirms that his health is excellent.

"Clean living," he explains. "I never smoke, never drink.

"I don't have an ache or pain. The way I feel, I could go on forever."



Jackie Gleason, Ed Sullivan . . .

The sound of a speeding train blares from the radio, and then the voice of the announcer comes on:

"There's a new look to the way America is growing. Brought by shiny ribbons of steel. The modern, computerized rail way.

"Railroads move almost everything it takes to help America grow. Lumber for building your home. Steel for making your car. Coal for your electricity. Things you need and use every day.

"Piggybacked. Containerized. Delivered to you at lower cost, saving you money when you buy.

"The modern railroads, meeting transportation needs of a constantly growing America. Helping you live the kind of living you like."

This is one of a new series of commercials which are telling the new railroad story to the public on radio and television.

A series of ads in national magazines are also stressing how railroad progress benefits the public. (See back cover.)

This ambitious public rela-

tions program is being produced by the Association of American Railroads and is being paid for by the railroad companies, including Penn Central.

On radio, the commercials can be heard on the following shows on three networks:

CBS: Lowell Thomas, Douglas Edwards, First Line Report, Morning Report.

ABC: Tom Harmon Sports, Feature News, Joseph Harsch Commentary.

NBC: News on the Hour.

On television, the commercials are running one or more times on the following shows: NBC: AFL Football, Huntley-Brinkley.

CBS: Walter Cronkite, Face the Nation, Jackie Gleason, Red Skelton, Ed Sullivan.

ABC: Wide World of Sports.

In magazines, the sample ad on the back cover of this issue is appearing in Saturday Evening Post, New Yorker, Business Week, Nation's Business, Forbes, Railway Age, Modern Railroads, Traffic World, Traffic Management, Editor & Publisher, and other publications.



Fire Department official inspects the fire damage. (New York Daily News photo)

The big Post Office fire

The Morgan Annex, a postal building in New York City, was ablaze.

Eight hundred firemen responded. Tons of mail went up in flames.

It was the worst fire in Post Office Department history.

The six-story building, largest mail-handling station on the New York Central, had 135 railroad employes on the job that day, December 15, 1967. They were loading and unloading bags of mail in some of the 26 railroad cars parked beside the receiving platforms.

Recently, Postmaster General W. Marvin Watson presented plaques to men who distinguished themselves during the fire. He cited their "conspicuous performance of duty and heroic contribution to public welfare."

Among those honored were ten former New York Central men, now with Penn Central. Here were some of the things they did:

John M. Kuyck, general foreman, and **Edward J. Keegan**, assistant agent, made sure all the employes cleared the building safely.

Joseph J. Ford, yardmaster at 33rd Street Yard, set the wheels in motion to save some of the mail cars.

"We had a switch engine there," Mr. Ford said, "and I went to the scene to make sure we'd do whatever was possible."

Engineman **Frank B. Huggins** took the switch engine into the building.

"The smoke was very heavy," Mr. Huggins said. "We couldn't see very well, and breathing was a problem."

Brakemen **Buck D. Walker** and **Charles A. Wilson** guided him to couple on to three cars.

After pulling them out, the crew went back for more. But by that time, the blaze had engulfed the track area and city firemen warned against further efforts.

At the outbreak of the fire, the freight crew's conductor, **Phil J. Pignatelli**, tried to alert the yardmaster, but the phone outside the building was dead. He ran into the building, located another phone, made the call—and found himself trapped.

The lights were out, the smoke had become dense and flames licked at his feet.

"I tried to get back out to my crew," he recalled, "but I couldn't see. I was choking. I thought it was all over. I felt my way along a wall, tripped over some mail sacks and finally found a window."

Two stories below him, the train crew saw him at the window and called firemen. They got him down with a ladder.

The fire burned out three floors, but salvage operations recovered about 11 million pieces of mail.

Other Penn Central men who received awards were Trainmaster **John A. Farrell**, Locomotive Fireman **John J. Madden** and Supervisor of Mail **Francis J. Lamb**.

Said the Postmaster General about the Penn Central men and the Post Office employes and firemen who participated in the dramatic effort:

"They proved that the human spirit is not crushed by disaster."

Yardmaster in the pulpit

Religion and railroading go well together for Russell Cousins.

From Monday to Friday, Mr. Cousins is a yardmaster in Penn Central's Pittsburgh Passenger Yard.

On weekends, Mr. Cousins is pastor of the John Wesley United Methodist Church in Washington, Pa., south of Pittsburgh.

"It makes for a pretty tight schedule," Mr. Cousins admits, "but it has worked out very well. I feel I can serve Penn Central and be a servant of God as well."

"At first I worked in the Church as a layman. But then I received a call from God to go over and beyond just participating and begin actively serving my fellow man."

After completing the required courses of the General Conference of the Methodist Church, Mr. Cousins received his lay speaker's credentials in 1959. He was ordained a deacon of the church in 1967.

"Meanwhile, I've completed three years of the required studies to be ordained an elder," he says.

He finished the fourth year last summer. He used up all his vacation to study at the



Boston Theology School.

"It was a very accelerated course," he explains. "It amounted to doing a year's work in four weeks. Guest ministers took my place in my pulpit while I was at school."

He expects to be ordained an elder in 1969.

Despite his tight schedule as pastor, yardmaster and student, Mr. Cousins has found time to be active in many civic affairs.

He has been a member of the Canon-McMillan Board of Education for eight years, and is currently president. He has served four years as local chairman of the Railroad Yardmasters of America. He's on the board of directors of the Washington Nursing Service.

He has been a lay leader in the Washington District of the Methodist Church, and conference director of Methodist Men Activities. He is a church school teacher, member of the Washington Council of Churches, and is active in Garfield Lodge No. 604, F. & A.M.

He participated in the PRR supervisory training courses at Pennsylvania State and Purdue universities.

"I intend to continue my religious studies, and I'll stay with the Railroad as long as they'll have me," says Mr. Cousins, who started on the PRR 28 years ago.

"For me, religion and railroading just naturally seem to go together."



They call it a Mini-Park

He had ants in his lunch.

And those ants started a train of civic improvements in Pawling, N.Y., which culminated in the creation of a park at the Penn Central station.

Charles Baker, telegrapher-clerk at the station, says the whole thing started when the

five elm trees outside the station became diseased and had to be cut down.

"After that, people liked to sit on the stumps while waiting for their trains," he relates. "But when they'd discover that the stumps had become full of red ants, they'd retreat into the station."

"Next thing I knew, I had ants in my lunch box and I was bringing them home."

"My wife made clear I'd have to get rid of those ants. That meant getting rid of the tree stumps."

Mr. Baker tried burning them out with kerosene, without success. A blowtorch also failed. Finally, he dug under the stumps and burned them out over a long period with newspapers plus a fan.

After getting rid of the stumps, he decided to dig out all the weeds. This led the town to plant grass in the area. Then the Pawling Garden Club came

along, installed flower boxes on both sides of the station and planted them with geraniums and petunias.

Finally, an old flagpole near the station was painted shipshape white by men from the New York Electric Company. Garden Club people planted geraniums at its base and evergreens around it. The widow of a former mayor donated a flag. And the town provided two newly painted green benches.

Result: A Mini-Park.

Everybody in town is very proud of it.

Forest McKnight, Penn Central telegrapher-clerk on the first trick, raises the flag each morning. Mr. Baker, on the second trick, takes it down in the evening.

They also water the flowers in the boxes and in the park. This means lugging about 14 pails of water daily from the rear of the station.

"That's why," grins Mr. Baker, "we're always looking for rain when a lot of people wouldn't like to see it."

SPEAKS VOLUMES

An elderly woman wandering confusedly through Penn Station, New York, caught the attention of **Baggageman John J. Higgins**.

What he did was told as follows by Mrs. Florence Callahan, Ridgewood, N.J.:

"Mr. Higgins said, 'I work here and I will go with you and set you right.'"

"He took care of finding my train time and track number. Then this fine man escorted me to a telephone booth to telephone a friend. By the time I finished I missed my train."

"He found me a seat in the waiting room and told me he would return in time for the next train. Sure enough, he came back, and placed me in a seat near the conductor."

"After all Mr. Higgins' effort and attention, he absolutely refused any material offering."

"He speaks volumes for the Penn Central—a credit to any organization."



Penn Central's Charles Baker worked with members of the Pawling Garden Club to create Mini-Park. (News Chronicle photo)

OPEN LINE

REPORTS FROM ALL OVER



Accent on safety—Employees at Thomson Yard, on the Pittsburgh Division, dedicated a sign which they designed and built on their own time to express pride in the merged railroad and the yard's safety record. Speakers included Superintendent H. J. Martin, Car Foreman J. M. Milaniak, Trainmaster Max Solomon, Track Supervisor George Sanders, and Engineman F. O. Berkhouse, who arranged the ceremony.

No-strike pledge—More than two-thirds of the country's railroad union employes are committed to a no-strike pledge. That was announced by John P. Hiltz, Jr., chief negotiator for the railroads, following the signing of an agreement with the Brotherhood of Locomotive Firemen and Enginemen.

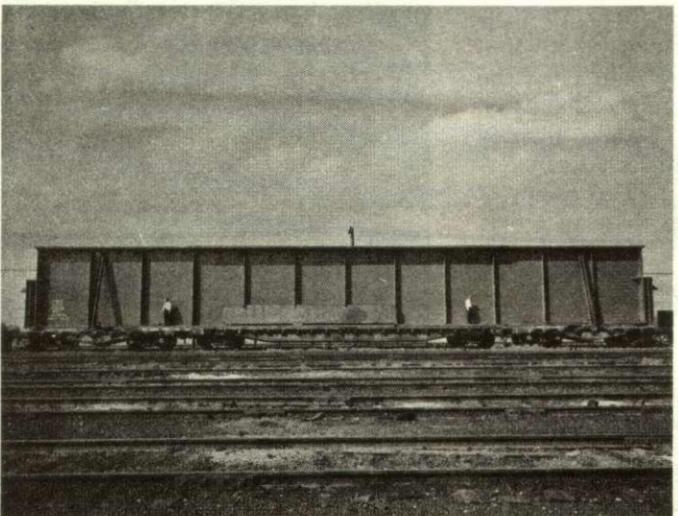
The brotherhood is the eighth union to sign. The no-strike agreement now covers 363,000 railroad employes, and runs to January 1, 1970.

The settlement with the Firemen follows the pattern settlement which has developed in the current round of labor negotiations. It provides wage increases of 2½ percent, retroactive to January 1, 1968; 3½ percent, retroactive to July 1, 1968; and increases of 2 percent on January 1, 1969, and 3 percent on July 1, 1969. There are also liberalized vacation rules, an additional holiday, and injury payments to employes involved in certain types of accidents when traveling off the railroad under orders.

The seven unions that previously signed the pattern settlement are the Switchmen, Railroad Trainmen, Railway Clerks, Train Dispatchers, Maintenance of Way Employes, Hotel and Restaurant Employes and Transportation-Communication Employes.

The Firemen's Brotherhood is still negotiating on the issue of firemen on yard and freight diesels. About 18,000 such positions were eliminated through attrition or transfer, beginning in 1964 as a result of arbitration established by a Federal law. The Brotherhood wants these positions restored.

More power to PC—The Railroad has ordered 130 new diesel locomotive units to beef up its freight fleet, President Alfred E. Perlman announced. Ninety units, of 3000 horsepower each, will come from Electro-Motive Division of General Motors; 40 units, of 3300 horsepower each, from General Electric. These new locomotives are all scheduled to be hauling trains by January.



Big move—This girder illustrates the tough kind of jobs the railroads handle especially well. It's 128 feet long, weighs 288,900 pounds and is 19 feet 10 inches high. It was moved safely from Bensenville, Ill., to Youngstown Sheet and Tube Company at East Chicago, Ind. To counterbalance the high center of gravity, heavy steel slabs were added to the cars. The Milwaukee Road, Indiana Harbor Belt, Penn Central, and Elgin, Joliet & Eastern participated in the move.

New plants on the PC—Current industrial developments that mean future carloads for Penn Central men to handle include the following:

Towmotor Corporation, a subsidiary of Caterpillar Tractor Co., is erecting a huge plant—more than 25 acres under roof—at Mentor, Ohio, 25 miles east of Cleveland. The plant will manufacture fork-lift trucks, and is expected to produce about 1000 carloads of freight a year.

Oldsmobile Division of General Motors is building a \$5,000,000 stamping plant on the Penn Central at Lansing, Mich. This is expected to produce 1500 carloads of new business annually.

Kimberly Clark Corporation is investing \$16,500,000 to expand its paper mill at West Carrollton, Ohio. This may mean 2000 more carloads per year.

Football Specials—Suburban fans of professional football are able to enjoy fast, convenient travel to and from the games via Penn Central trains this fall.

Followers of the New York Giants can take special trains from such suburban New York communities as White Plains, Scarsdale, Bronxville and Mt. Vernon direct to Yankee Stadium. Refreshment service is available on the homebound trip.

Fans of the Philadelphia Eagles can ride from Paoli, Media, Chester and Levittown, as well as from Wilmington, Del., and Trenton, N.J., to Penn Central Station—30th Street, which is within walking distance of Franklin Field.

Unions plan merger—Four unions of railroad operating personnel have completed plans for merging into a single union, to be called the United Transportation Union. The plan is subject to approval by the members.

The participating unions are the Brotherhood of Railroad Trainmen, Order of Railway Conductors and Brakemen, Brotherhood of Locomotive Firemen and Enginemen, and Switchmen's Union of North America.



Railroads' representative—At the recent convention of the Associated Traffic Clubs of America, bringing shippers and transportation men together, the railroads' most visible symbol was Nancy M. Koethe, chosen Miss Transportation, U.S.A. She's a secretary on the Northern Pacific Railway.

More suburban trains—Penn Central is putting 17 new trains in weekend service between Grand Central Terminal, New York, and stations in the Bronx, Westchester, Putnam and Dutchess counties.

The expanded service includes express trains every two hours between Grand Central and such New York State communities as Yonkers, Tarrytown, Ossining, Peekskill and Poughkeepsie.

David T. Hart, director of passenger service, said the added trains should encourage more people to travel by Penn Central.

Valley Division moves—Headquarters of Penn Central's Valley Division was moved recently from Cleveland to Youngstown, Ohio. It became part of PC's Central Region. Superintendent is William L. Holler, who started work on the railroad as a brakeman.

The Valley Division comprises 544 miles of former PRR line and 221 miles of former New York Central line. The division extends from Ashtabula Harbor on the north to Marietta, Ohio, on the south; from Orrville, Ohio, on the west, to Pennsylvania points near Beaver Falls and Girard Junction on the east.



"I am a former employee of the New York Central in Syracuse, N.Y. I am now serving with the Marine Corps in Viet Nam. Could you please send me the Penn Central Post while I am over here?" —R. E. Scolaro, HQ Co, 1st Bn, 3rd Marines, APO San Francisco.

Okayed, with pleasure.—J.S.

"We would like to use the story in your September 1 issue, 'The Cat's Whiskers,' in a forthcoming issue of the Supervisor's Journal, publication of the American Railway Supervisors Association. We would appreciate your permission."—Carol D. Bart, Chicago, Ill.

Permission granted.—J.S.

"Read the Penn Central Post several days ago and was pleased with it—congratulations. I had over 42 years in the Engr. Dept. of PRR. I retired at Grand Rapids in '51 and moved to Florida, where I became a member of Unit No. 1, Retired Ry Employees, a national association." —C. A. J. Richards, Lakeland, Fla.

"Could you possibly send me an edition of the Penn Central Post. The club I belong to toured the Colliwood shops in Cleveland this month and it was really fascinating. I hope to go into railroading for Penn Central when I am old enough." —Russ Jaite, Brecksville, Ohio.

"For a long time I have thought about writing to tell you of my appreciation of The Pennsy. Now since the PRR and the NYC committed matrimony, we find the PC Post shows the same high quality, and I thank you for the achievement. I was an engineman on the Williamsport Division, and retired in 1957, nearly 66 years old and in excellent health, then and now." —Ira W. Harer, Williamsport, Pa.

"I appreciate very much you sending The Post over here, and enjoy reading it very much. You know us old railroaders especially enjoy keeping up with what was most of our life. Wishing you a great success with two great railroads working together." —Eugene A. Fox, Honolulu, Hawaii.

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

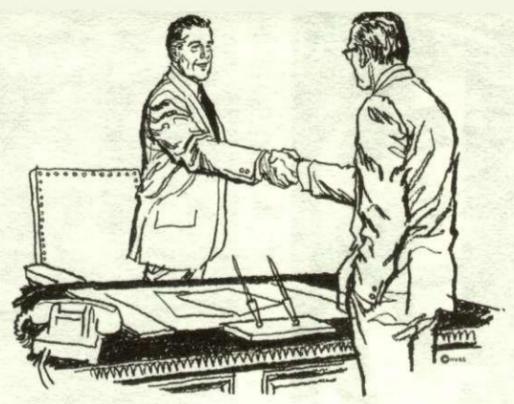
MANAGER—EMPLOYEE PUBLICATIONS
Joseph Shallit

STAFF WRITERS
Joseph K. Harvey
Mike Avenenti

STAFF PHOTOGRAPHER
Nelson M. Stickler

CONTRIBUTING EDITORS
William E. Baird, Pittsburgh
Joseph R. Ewing, Washington
Kevin H. Hannon, Syracuse
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John E. Salter, New York
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 Elias, E. L. Asst. Circuit Engr.
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 Jacks, G. J. Reg. Comptroller

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 Witkowski, C. M. Trainmaster

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 Cervo, R. P. Chief Train Dispatcher, Utica
 Miller, D. K. Div. Engr. Track, Utica

Boston & Albany Division
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 Carter, R. N. Special Agent Rev. Acctng.
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 DeCarolis, L. Specialist Rev. Acctng.
 Fricker, R. K. Budget Analyst
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 Hayduk, W. H. Reg. Engr. Structures, N.Y.
 King, A. Chief Clerk
 MacDonald, E. Dist. Supvr. Electrical Equip.
 Marino, V. A. Agreement Engr.
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 Phelan, T. F. Budget Analyst
 Schrady, T. G. Budget Analyst
 Work, M. A. Reg. Engr. C&S, N.Y.

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 Hauprich, H. C. Road Frmn.
 McAvoy, J. P. Asst. Transp. Supt.—Labor Relations
 Sherblom, R. H. Div. Road Frmn.



"Train 98, move back six spaces."

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 Berwanger, A. L. Supvr. Personnel, N.Y.
 Brandimarte, J. J. Reg. Engr. Structures
 Cunningham, J. G. Reg. Engineer C&S
 Galante, J. G. Asst. Supvr. Spl. Agreement Admin., N.Y.
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 Wyne, W. B. Asst. Examiner Personnel, Baltimore

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 Gaut, C. H. Div. Engr.
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 Thum, W. A. Supvr. Track
 Welsh, V. A. Inspector Signals

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 Flanagan, F. C. Inspector Floating Equip.
 Hickey, J. Genl. Frmn. Track
 Howell, R. P. Div. Engr.
 Lunde, H. B. Supvr. Track
 Martin, R. O. Frmn. of Engines, Floating Equip.
 Pynor, J. A. Marine Frmn., Pier H, Jersey City
 Raywood, J. J. Supvr. Crew Assignments
 Spankuch, H. Asst. Frmn. of Engines, Floating Equip.

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 Kane, L. L. Asst. Motive Power Frmn.

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 Kirkpatrick, L. L. Shop Supt., Hbg. Diesel Shop

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 Bodley, C. W. Supvr. C&S, Altoona
 Dixon, D. A. Genl. Frmn. Track, Cresson
 Ratchford, E. Genl. Frmn. Track, Newport
 Vanscovich, J. L. Genl. Frmn. Track, Johnstown

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 Ellis, G. E. Div. Engr., Pitts.
 Holloway, J. L. Asst. Supvr. Track, Pitts.
 Keefer, R. L. Asst. Supvr. Track, Carnegie
 Quinn, T. C. Asst. Motive Power Frmn., Shire Oaks
 Repko, M. R. Genl. Frmn. Track, Dist. Gangs
 Sauer, G. R. Asst. Trainmaster, Mingo Jct.
 Streiner, A. J. Off. Engr. Budgets
 West, B. G. Genl. Frmn. Track, Pitts.

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 Botticello, A. A. Genl. Frmn. Track, Corry
 Colvin, J. R. Off. Engr. Budgets, Williamsport
 Duffus, G. J. Genl. Frmn. Track, Buffalo
 Flayhart, W. H. Off. Engr. B&B, Williamsport
 Grow, P. J. Asst. Off. Engr. C&S, Williamsport
 Gutshall, D. L. Supvr. C&S, Williamsport
 Kendall, R. A. Div. Engr., Williamsport
 Light, G. E. Asst. Trainmaster, Williamsport
 Macaluso, C. C. Asst. Genl. Frmn. Track, Buffalo
 Malchulat, H. H. Genl. Frmn. B&B, Williamsport
 O'Laughlin, T. E. Trainmaster, Renovo
 Olson, W. A. Genl. Frmn. Track, Olean
 Pawling, R. O. Off. Engr. C&S, Williamsport
 Santoff, G. R. Supvr. C&S Construc., Emporium
 Shadle, E. E. Inspector M. W. Material, Williamsport
 Shiels, D. G. Engr. Construc., Emporium
 Simmers, W. D. Inspector C&S, Williamsport

Valley Division
 Dashner, F. E. Genl. Frmn. Track, Canton
 Hetrick, T. W. Asst. Supvr. Spec. Agreements
 Prinkalns, J. A. Supvr. Track, Wheatland

Stehnach, P. Supvr. Material & Equip., Youngstown

LAKE REGION
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 Beswick, C. B. Supvr. Spec. Agreements
 Cooper, J. T. Asst. to Vice Pres. & Genl. Mgr.
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 Daley, E. D. Supt. Stations
 Eighthy, N. S. Draftsman, M-W
 Ellert, G. C. Supvr. Labor Relations
 Hamblin, R. E. Asst. Supvr. Track
 Hammond, W. T. Agreement Engr.
 Harper, R. L. Admin. Asst.
 Hesford, F. E. Reg. Equip. Engr.
 Kerins, J. A. Reg. Supvr. Car Utiliz.
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 McIlveen, H. R. Reg. Mech. Supvr. Loco.
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 Ott, K. P. Reg. Supvr. Data Control
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 Shepler, H. A. Reg. Supvr. Oper. Rules
 Stalder, C. L. Supt. Labor Rel. & Pers.
 Strohl, B. L. Gen. Supt. Transp.
 Villa, F. J., Jr. Supvr. Personnel

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 Knotts, R. L. Supvr. C&S, Cleveland
 Lawson, C., Jr. Transp. Supt., Cleveland
 Thomas, R. W. Supvr. Yard Procedures, Collinwood

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 Gregg, C. T. Asst. Supvr. Hopper Car Distr., Toledo
 Pfahler, E. K. Supvr. Track, Toledo
 Pittenger, R. S. Trainmaster, Elyria, O.
 Tipping, D. H. Supvr. Quality Control, Toledo
 Wilhelm, C. L. Terminal Trainmaster, Toledo
 Wilkins, D. J. Supvr. Yard Procedures, Toledo

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 Epprecht, G. K. Sr. Budget Analyst
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 Worman, D. H. Asst. Supvr. Train Movement

Chicago Division
 Buth, F. W. Asst. Genl. Frmn., 12th St.
 Campbell, C. A. Supvr. Track
 Leo, D. A. Asst. Genl. Frmn., 12th St.
 Lupi, S. V. Genl. Frmn., 12th St.
 McGreevy, S. M. Asst. Genl. Frmn.

Fort Wayne Division
 Miller, R. H. Asst. Div. Engr.
 Royle, R. E. Trainmaster, Crestline
 Warner, J. J. Supvr. Structures

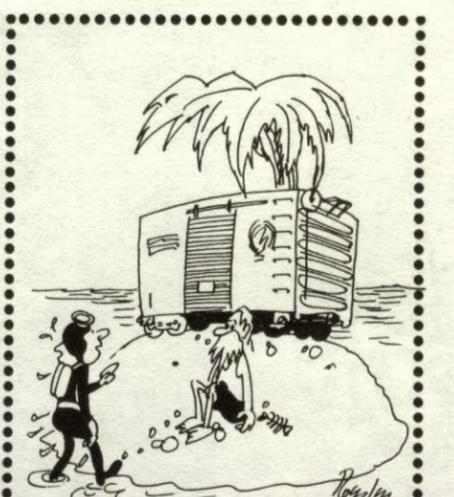
Western Division
 DiGangi, P. A. Jr. Asst. Trainmaster, Burns Harbor, Ind.
 Jones, J. D. Asst. Terminal Supt. Elkhart, Ind.
 Keck, E. E. Chief Train Dispatcher, Chi.
 Wolven, D. E. Div. Operator-Rules Examiner

SOUTHERN REGION
 Schoen, J. M. Dist. Admin. Asst.
 Williams, J. C. Dist. Supvr. Loco.

St. Louis Division
 Sudol, W. P. Diesel Inspector, Mattoon, Ill.

Indiana Division
 Toney, R. B. Asst. Genl. Car Frmn., Indianapolis

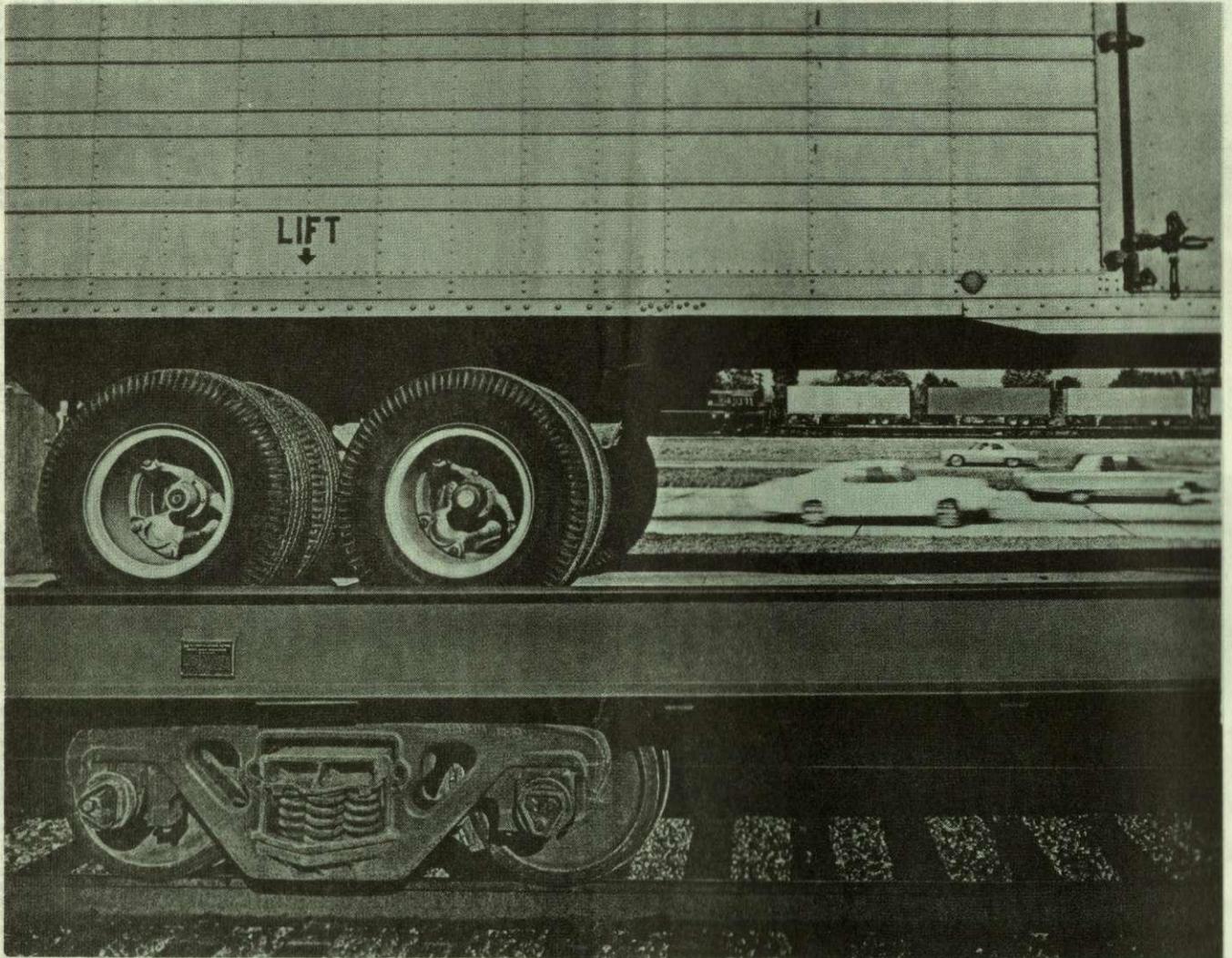
P&E Railway
 Fiscus, W. B. Genl. Frmn., Urbana, Ill.



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