

PENN CENTRAL

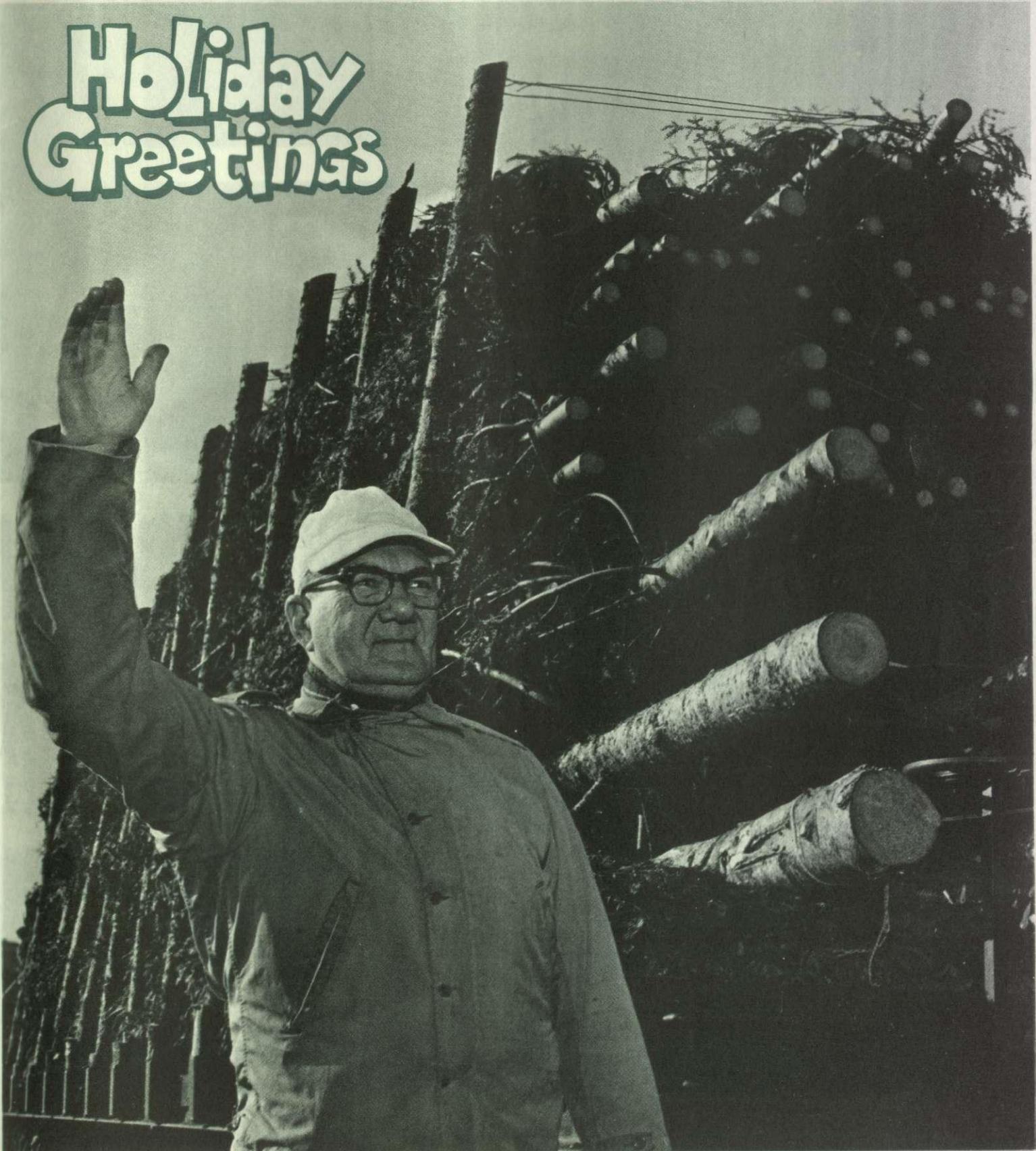


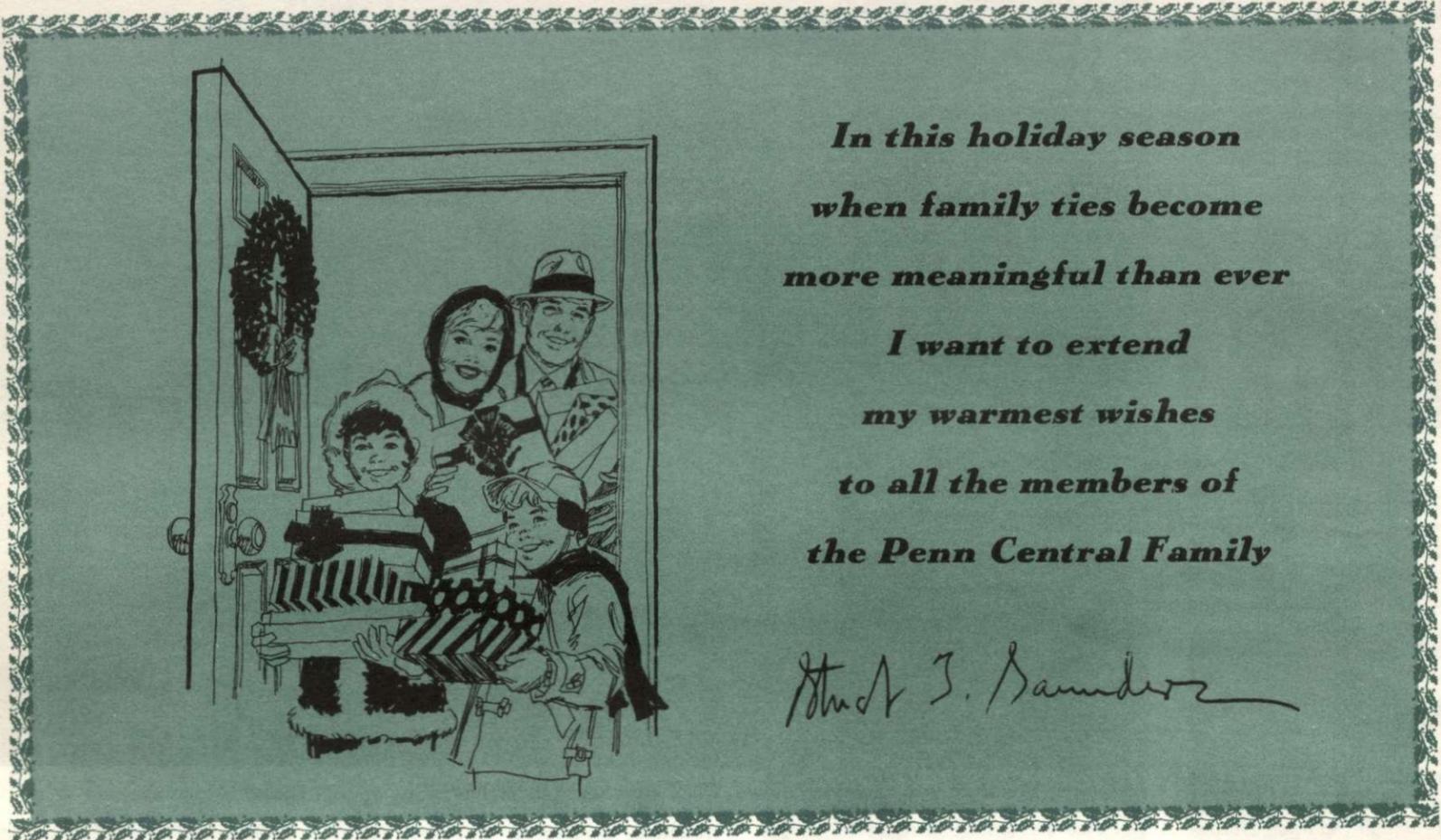
POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

DECEMBER 1968

Holiday Greetings





*In this holiday season
when family ties become
more meaningful than ever
I want to extend
my warmest wishes
to all the members of
the Penn Central Family*

Arthur J. Sanderson

Bringing the Holy Word to Many

He's not a minister or a missionary.

He's Brady M. Washabau, a clerk in the trainmaster's office at Penn Central's Pitcairn Yard, near Pittsburgh.

But he has a commitment to promote fellowship, evangelism and ecumenism. And he is serving his second term as president of the Pittsburgh chapter of the Full Gospel Business Men's Fellowship International.

"This is not a church, but

rather a service arm of all denominations," he explains. "Members are encouraged to be active in their own churches.

"The Fellowship tries to complement the work of the churches and to advance the cause of Christ."

According to Mr. Washabau, this non-denominational organization seeks to provide a basis of fellowship among Full Gospel men; to reach men everywhere for Jesus Christ; and to bring

about a greater unity in the Body of Christ.

The term, Full Gospel, refers to belief in the entire word of God, especially with regard to the Holy Spirit.

"I heard about the Fellowship in my church, the Independent Pentecostal," Mr. Washabau says. "I went to a few meetings and became actively involved. In 1966 I was elected to my first term as president."

Mr. Washabau doesn't preach, but he speaks at churches and presides at the chapter's banquet meetings.

"I introduce the speakers, the singers and those who wish to give testimonials about how the Holy Spirit has entered their lives," he says. "People of every denomination attend."

The speakers have included ministers, businessmen, doctors, college professors.

The chapter is governed by a board of directors which includes five denominations—Mennonite, Evangelical United Brethren, Presbyterian, Assemblies of God, and Independent Pentecostal.



The chapter was organized three years ago with only five members. At a recent meeting, more than 700 men, women and young people attended.

"I attribute this growth to the wonderful spirit of unity and love created by the Holy Spirit," Mr. Washabau says. "From every church or denomination, the Holy Spirit is daily adding true believers to the Body of Christ."



Brady M. Washabau at work in Pitcairn Yard. At right, spreading the Gospel.

Youngsters in trouble



Here's a Penn Central man who spends his weekends in a school for delinquents.

He's Richard K. Helmuth, chief file clerk in the Transpor-

tation Department at Philadelphia.

Mr. Helmuth gives guidance to boys committed by the juvenile courts to the Glen Mills Schools, near Media, Pa.

"This project is what our Media Presbyterian Church calls 'backyard missionary work,'" Mr. Helmuth explained.

"Most church people spend an hour at services every Sunday and that's it. Our church decided we ought to participate more in community affairs. Some of us got interested in the Glen Mills Schools and decided to go have a look.

"What we saw was a lot of boys who were wrapped up in their troubles and down on the world. They were starved for healthy human contact. That's what we gave them.

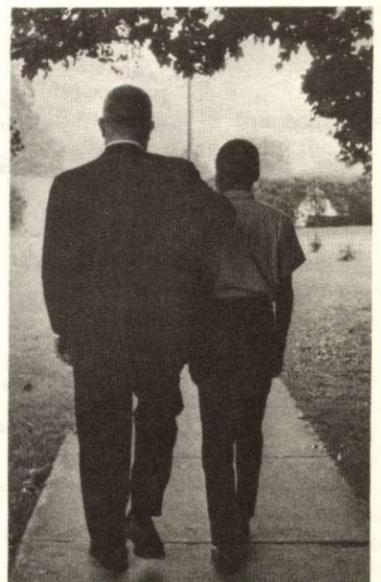
"For example, sometimes I take one of them to a ball game. Or bring him home for dinner. Or play a few hands of cards with him. Or just sit and listen to him pour out his troubles.

"We're trying to show these kids that someone cares for them.

"A large percentage come from broken homes. By establishing a healthy relationship with adults, we hope they'll be better equipped to cope with their problems once they leave Glen Mills.

"There are no medals for working with these boys. What do you get out of it?"

"Well, a few weeks ago I was in a barber shop and a boy came in and shook my hand. He said he wanted to thank me for visiting him at Glen Mills. And



he promised he would never get in trouble again. You couldn't want a greater reward."

Penn Central men and the NIXON SPECIAL

What's a presidential election without a campaign train?

Richard M. Nixon and his staff preserved this tradition by hiring a Penn Central train to take his campaign to the people of Ohio.

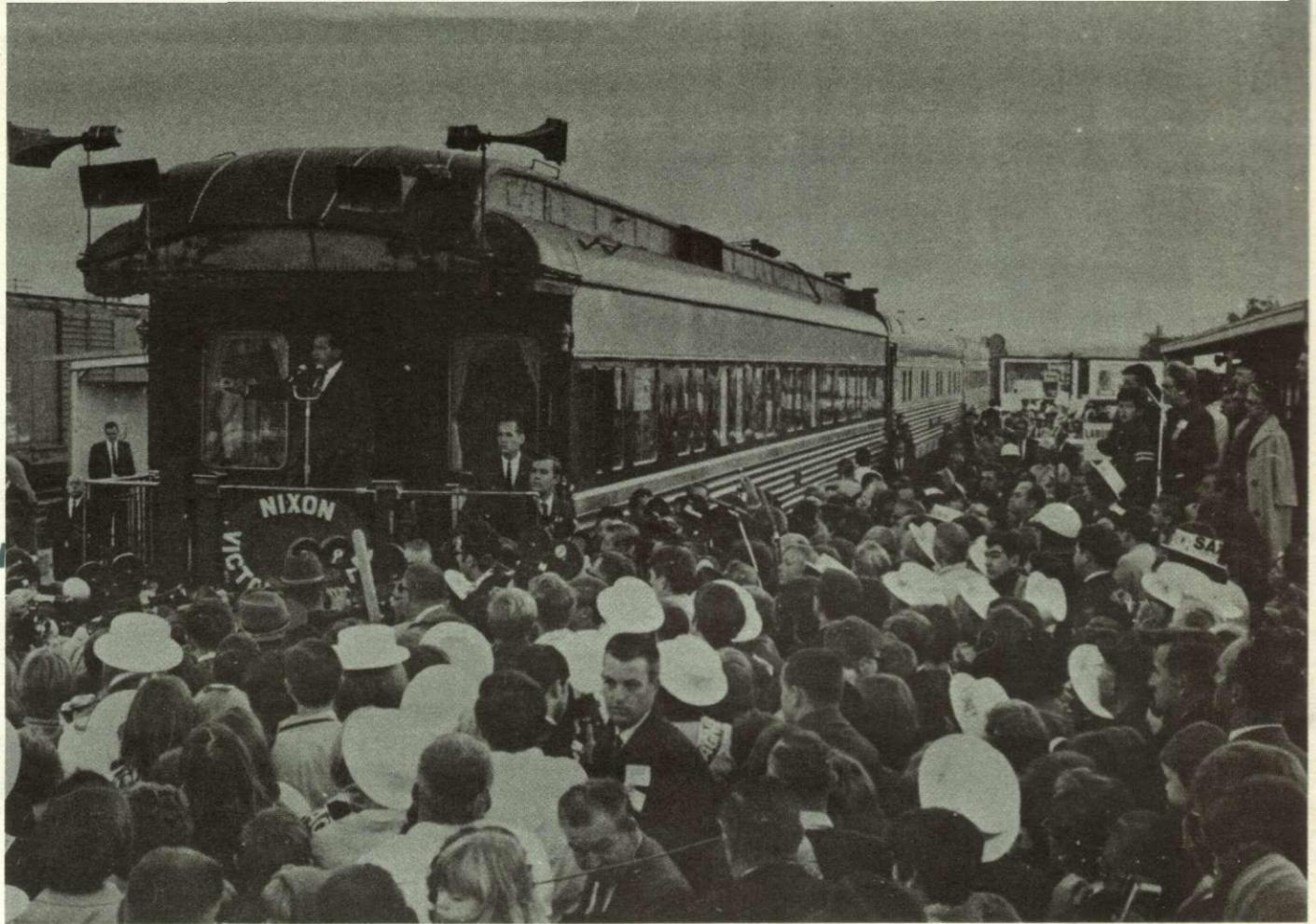
On October 22, before the sun was up, the "Nixon Victory Special" left Cincinnati for the whistle-stop tour. Twelve hours later it arrived in Toledo.

In between, the train stopped at eight cities and Mr. Nixon spoke to an estimated 100,000 persons. He delivered speeches from the train's rear platform at Middletown, Springfield, London and Deshler. At Dayton, Columbus, Marion and Lima, he spoke at off-train rallies.

"He couldn't get any closer to the people than he is now," remarked J. A. Hayes, Penn Central waiter.

He made the comment as he watched the crowd at Middletown surge about the rear of the train, while a band played and youngsters, oldsters and in-betweensters chanted, "We want Nixon."

Mr. Nixon spoke to the crowd from the observation platform of a C.&O.-B.&O. business car. Except for this and two other cars, the train was made up of PC stainless steel coaches and a twin-unit diner.



Mr. Nixon speaks to crowd at Middletown, Ohio, from the rear of the Nixon Special during a campaign trip to ten Ohio cities.

(Vice President Hubert H. Humphrey had contacted Penn Central to provide a similar train to campaign through Pennsylvania, but this was cancelled because of last-minute changes in his schedule.)

"The people are excited, but they're not coming too near the tracks until the train stops," said Engineman Clarence W. Dingman, as he eased the Nixon Special to a gentle stop at Springfield. "There's good control at all the towns, but we're being especially careful anyway."

Mr. Dingman was interrupted by the engine's radiophone. He was given instructions for the next move, to London.

"Everything's going fine," re-

marked a Secret Service agent aboard the engine. "Some of the crowds are big, but we're right on schedule."

The 15-car special traveled 247 miles through the Ohio countryside. An average of 210 persons rode the train, including Mr. Nixon's staff, Secret Service agents, press and local political figures.

Between Cincinnati and Columbus, the train rode Penn Central's main line. From there it went over the lines of the Chesapeake & Ohio-Baltimore & Ohio, Erie-Lackawanna and Detroit, Toledo & Ironton.

A pilot train, consisting of an engine and coach, preceded the special with railroad officials and Secret Service men to watch out for difficulty or danger.



James A. Hayes takes the breakfast order of a Nixonaire, Patricia Perreault.



Engineman Clarence W. Dingman keeps close watch on tracks ahead of the train.



Trainman Ray Gory helps Jane Araiza and Darlene Jorgensen and son Billy from train.



Conductor Harvey Albers catches up on his paper work on way to next station.



Relaying train orders for the Special are Ass't. Passenger Trainmaster Robert Drudy and Division Superintendent Carl G. Yund.

RICHARD M. NIXON
P. O. BOX 1968
TIMES SQUARE STATION
NEW YORK, N. Y. 10036
October 31, 1968

Dear Captain Settlemyer:

It was a great pleasure to be in Toledo last week.

The arrangements surrounding our visit could not have been better, and I want you to know how much I appreciated the courtesies and assistance extended to us by you and your men.

With very best wishes,

Sincerely,

Richard Nixon

A note from the next President

Penn Central police had a rigid security job everywhere the Nixon Special went. At Toledo, the last stop, the precautions were among the most detailed.

The PC police handled their important assignment skillfully.

And Mr. Nixon took time in the hectic and uncertain final days of the campaign to write a letter of praise, shown at left.

Captain Lawrence J. Settlemyer, commander of PC police at Toledo, had deployed his men at strategic spots before the Special arrived.

Patrolman Joseph A. Kaminski, for example, was stationed on the Naumee River Bridge, over which the train would pass.

Patrolmen William H. Kreiger and Michael M. Milem guarded the yard next to Central Union Terminal to make sure only authorized

employees went in.

Patrolman Gilbert A. Klein handled the headquarters phone, routing calls for the Secret Service.

The station parking lot, where the official welcoming party would congregate, was guarded by Lieutenants Gene V. Locke and Robert C. Sheperd.

Patrolling the station itself and all entrances to the platform were Lieutenants Donald F. Bottles, John M. Hill and Lester K. Likenfelter.

PC trackmen spiked all switches along the train's route entering Toledo so they couldn't be turned in error.

And Mr. Nixon's visit came off without a hitch.

"We Penn Central people were all very pleased," said Captain Settlemyer. "And so, evidently, was Mr. Nixon."

One of PC's newest freight trains

ON THE GO

Yardmaster Richard Bethge spoke into his yard radio: "You're okay for highball, NFE-2."

Engineman George C. Bridge moved his throttle, and the train began to roll out of Frontier Yard, at Buffalo, N.Y.

One of Penn Central's newest freight trains was on the go.

NFE-2 is among the new breed of freights that have been put in service since the merger.

These trains are designed to do one thing: Save time.

By means of more direct routes, fewer stops, less time spent in yards, and other operating improvements, the trains save from six hours up to two full days in moving goods from shipper to receiver.

NFE-2 hauls freight from the Niagara Falls area to Enola Yard, Pa.

Buffalo Division Superintendent L. A. Baggerly said the new rail connection at Blasdel, N.Y., south of Buffalo, made this possible.

The connection links New York Central's Gardenville Branch with the Pennsylvania's Seneca Branch.

"A lot of time-consuming switching of cars in the Buffalo area has been reduced," Mr. Baggerly said.

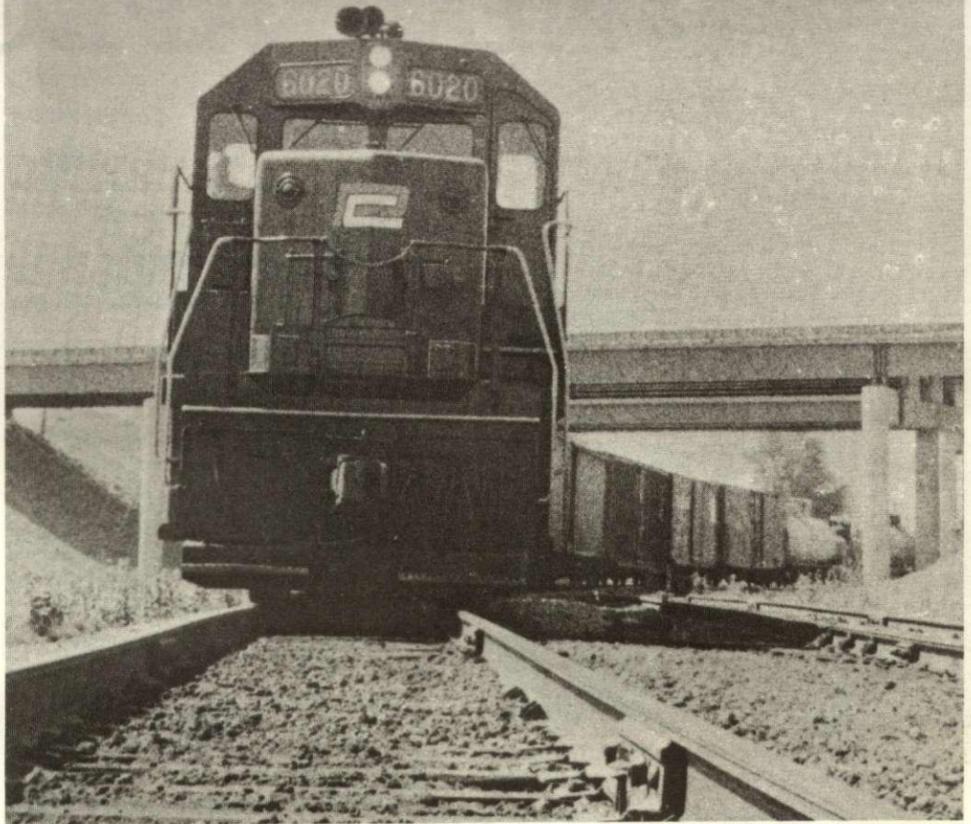
NFE-2 originates daily at Niagara Yard in Niagara Falls, taking cars from connecting railroads. These cars are switched to Frontier Yard where the bulk of the train is added. Moving through Buffalo, the train makes other pickups at Ebenezer Yard or Penn Yard before heading south.

"The pickups have to run like clockwork," Mr. Baggerly emphasized.

As NFE-2 raced south, Freight Conductor Ernest G. Hard was checking his waybills.

"We're carrying chemicals from Niagara Falls, auto parts from Canada and grits from Buffalo, just to name a few items," he said.

He took a sample waybill from the pack. "This card represents a covered hopper loaded with 99,500 pounds of flour. It originated in Owosso, Mich., and is going to Waverly,



NFE-2 heads out of Buffalo with 6425 tons of freight and freight cars on 178-mile trip.

N.J.

"And here's one marked 'Dangerous.' It's a load of metallic sodium, a highly flammable substance. This car must be buried in the train. That means it can't be placed next to the engines and must be six or more cars away from the cabin car."

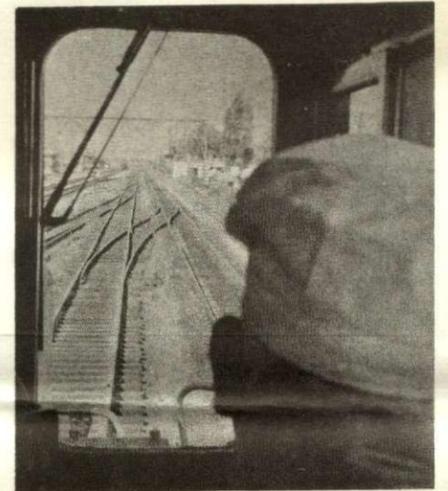
Speeding toward Enola, Fireman R. R. Vaughn rattled off some of NFE-2's statistics.

"She's almost 1¼ miles long," he said. "We're pulling 93 cars with 6900 horsepower. From here to Enola we should make pretty good time, considering the grade we have to climb in the mountains ahead."

At Renovo, Pa., the train stopped briefly for a crew change. Engineman W. G. Grassmyer took over the locomotive, and the new train crew consisted of Conductor E. T. Neidig, Head Brakeman B. F. Hossman and Flagman R. E. Klinger.

Then the train rolled eastward through hilly terrain, south along the Susquehanna River to Harrisburg, Pa., and across the Rockville Bridge to Enola Yard.

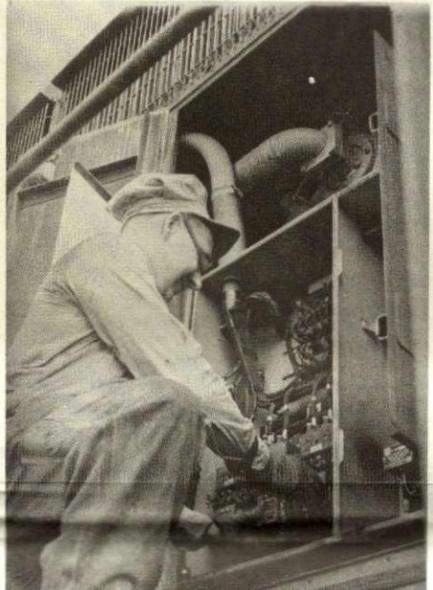
It was dark when NFE-2 arrived. Soon the train would be cut apart. Cars would roll down the classification tracks and find their way into a dozen different trains, bound for cities throughout the East.



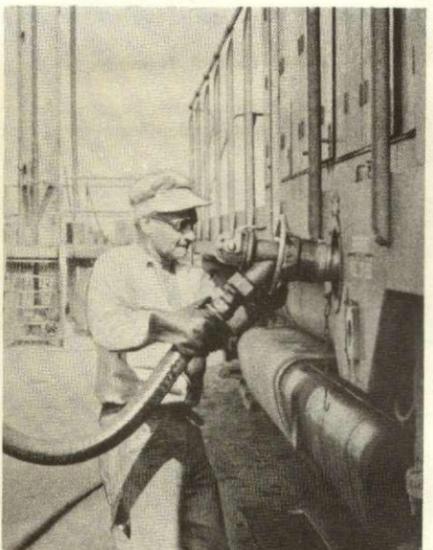
Engineman George C. Bridge runs his train through the track maze at Buffalo.



At Frontier Yard, Buffalo, Brakeman Sam Zupelli signals for placing of cabin car that will stay with train to destination.



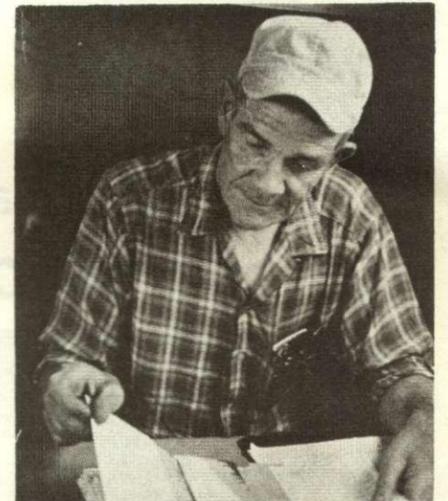
Electrician Harry Pietraszak checks controls of fans in engine's cooling system.



Anthony Scanzano fills her up. Each locomotive unit take 2500 gallons of fuel oil.



Adelbert McCue, in hump tower, switches cars onto tracks for makeup of NFE-2.



En route to Renovo, Pa., Conductor Ernest G. Hard checks waybills for his 93 cars.

Fastest gun on rails

The top pistol shot on the Penn Central is a member of Her Majesty's police forces.

He's William R. Bate, a Penn Central police lieutenant stationed at Windsor, Ontario, on PC's Canada Division.

Because he's a Canadian citizen and a qualified law enforcement official, Lt. Bate automatically has a policeman's status with the province of On-

tario.

He recently took top honors at Boston as the best shooter on the Penn Central system. Awards are based on the best two out of three scores fired during the year. Lt. Bate scored 299 out of a possible 300 points at Boston. This score, combined with a previous 297 out of 300, earned him first place in the expert class.

"Shooting comes natural to me," the lieutenant said. "During World War II, I was a firearms instructor with the Navy. After my discharge I kept active by competing in official matches."

Lt. Bate has a roomful of awards won in handgun competition. He holds a master's status in the National Rifle Association and last year won a diploma for marksmanship at the "World Series" of shooting in Camp Perry, Ohio. The diploma certifies him as a qualified instructor in firearms.

He believes practice firing of weapons is essential for a policeman.

"We who carry a revolver as part of our equipment rarely expect to use it," he said. "But when that rare incident does occur, we must know how to use it properly."



NEW APPOINTMENTS

SYSTEM OFFICES

Treasury Department

Loder, R. W. Asst. Vice President-Corporate
Verlander, T. A., Director Corporate Financing

Accounting & Taxes Department

Cahill, C. E. Jr. Asst. Supvr. Corp. Acctg.
Cicali, A. F. Assignment & Travel Clerk
Cooper, M. Accountant Equipment
Dougherty, F. J. Supvr. Field Revision
Engelhart, P. J. Sr. Payroll Policy Specialist
Gluyes, W. W.

Supvr. Interline Percentening & Audit
Goebel, J. A. Supvr. Rev. Acctg. Research
Hunsberger, D. M. Specialist Divisions
Jaruszewicz, Sophie S. Spec. Accountant
Larson, V. R. Spec. Agent Personnel
McGrath, C. J., Jr. Specialist Records
McClfattrick, W. J. Supvr. Office Services
McKinney, J. D.

Asst. Supvr. Interline Percentening & Audit
McSherry, Helen T. Traffic Clerk
McTeague, J. J. Head Clerk
Neville, R. S. Asst. Supvr. Reproduction
Peteraf, A. W. Jr. Traveling Auditor
Quagliariello, A. J. Specialist Statistics
Reed, N. N., Jr. Specialist Reproduction
Silveri, Felice Spec. Accountant
Thomas, J. M. Traffic Clerk
Vasek, S. M. Supvr. Field Acctg.
Weamer, A. C. Director Car Acctg.

Engineering Department

Chamberlain, H. L. Engr. Structural Analysis
Green, L. W. Engr. Track
Hofbauer, J. N. Circuit Designer
Kane, J. J. Draftsman
Kerbs, G. J. Asst. Engr. Track
Klosowicz, W. Secretary
Love, W. E. Asst. Agreement Engr.
Steele, W. J. Asst. Circuit Designer
Williams, P. L. Clerk-Capital Projects
Young, C. W. Rodman

Systems Development Department

Ciarrocchi, R. A. Systems Analyst
Cordes, R. L. Field Auditor
D'Augustine, F. J. Sr. Field Auditor
Dunn, J. W. Information Analyst
Fahnestock, K. H. Sr. Field Auditor
Fileshifter, J. W. Shift Supervisor
Fort, J. D. Assoc. Shift Supvr.
Gaverick, W. J. Sr. Field Auditor
Gilligan, D. J. Supvr. Data Control
Graeff, H. R. Information Analyst
Hewitt, R. L. Sr. Field Auditor
Hillman, D. R. Procedures Analyst Trainee
Humphrey, B. A. Sr. Field Auditor
Jadick, R. Assoc. Prod. Coordinator
Jones, A. W. Sr. Field Auditor
Kantor, J. Shift Supvr., Detroit
Kish, B. F. Sr. Field Auditor
Koester, R. J. Production Coordinator, N.Y.
Lane, R. P. Assoc. Opns. Analyst, N.Y.
McElroy, W. V. Production Coordinator
McFarland, W. L.

Mgr. Advanced Systems Development
MacKenzie, A. A. Sr. Computer Analyst
Marino, R. T. Sr. Field Auditor
Mills, H. T. Sr. Field Auditor
Seck, J. F. Shift Supvr., Detroit

Smith, J. K. Sr. Field Auditor
Torrance, D. E.

Assoc. Shift Supvr., Indianapolis
Tritten, R. Production Coordinator, Detroit
Zahn, P. M. Assoc. Shift Supvr.

Industrial Development & Real Estate

Camins, H. B. Supvr. Real Estate, Chi.
Dunn, W. R., Jr. Mgr. Real Estate Relocation
Hobt, G. F.
Industrial Development Repr., Indianapolis
Molengraft, E. C.

Industrial Development Supvr., Phila.
Sim, R. G.
Mgr. Industrial Development, Balto.
Supon, J. J. Mgr. Real Estate, Phila.

Dining, Sleeping & Parlor Car Service

Blake, J. T. Asst. Director
Cummings, T. C. Supvr. Labor Relations
Haire, H. H. Supvr. Personnel
Scavarelli, M. Manager Personnel

Heavy Repair Shops

Beamer, W. B. Inspector Qual. Control
Campbell, W. G. Welding Inspector
Cogan, J. F. Asst. Foreman, Juniata Loco.
Croyle, D. H. Inspector Qual. Control
Dionis, C. F. Examiner
McGuire, E. T. Plant Engineer
McKnight, G. E. Foreman, Juniata Elec. Shop
Spangle, J. D. Foreman Maintenance
Stine, J. R. Foreman Car Const. & Engrng.
Stoltz, K. W. Jr. Industrial Engr.
Twardon, W. S. General Foreman
Whitman, G. A. Foreman, Juniata Loco.

WESTERN REGION

Orman, R. P. Office Mgr. Personnel

Chicago Division

Bradford, R. J. Asst. Train Master, Burns Harbor
Erwin, S. D. Terminal Train Master, Elkhart
Farris, F. R. Asst. Train Master, Burns Harbor
Hensley, J. D. Supvr. Yard Procedures, Burns Harbor
Hoover, G. W. Agent, Burns Harbor
Young, R. H., Jr. Train Master, Burns Harbor

SOUTHERN REGION

Cincinnati Division

Agee, F. T. General Foreman, Sharonville
Arthurs, N. L. Terminal Trainmaster
Beaver, J. I. Supvr. Train Movement
Bourgeois, W. R. Trainmaster, Middletown
Brant, L. A. Trainmaster, Van Wert
Davis, L. W. Trainmaster, Richmond
Drudy, R. E. Rules Examiner
Hutton, L. W. Division Operation
Manning, F. L. Division Road Foreman
Mason, O. L. Supervising Agent
Wardwell, W. C. Master Mechanic
Yund, C. G. Division Supt.

CENTRAL REGION

Elekes, J., Jr. Jr. Industrial Engr.
McCracken, W. M. Resident Engr.
McFeeley, T. R. Sr. Industrial Engr.
Poneleit, G. W. Industrial Engr.

Allegheny Division

Billy, E. G. Supvr. Track, Cresson
Grimes, D. G. Supvr. Track, Tyrone
Lowe, G. M. Supvr. Track, Altoona
Rondinelli, J. F. Supvr. Track, Johnstown
Sunderland, S. E. Asst. Supvr. Track, Cresson

Northern Division

DiFalco, D. W. Supvr. Track, Northumberland
Keller, C. L. Motive Power Fmn., Newberry
Lehman, J. F. Supvr. Structures, Williamsport
Quiggle, C. R.

Asst. Motive Power Fmn., Newberry
Sherwood, H. C. Motive Power Fmn., Olean
Sullivan, D. F. Asst. Div. Engr., Oil City

Pittsburgh Division

Adams, J. E., Jr. Supvr. Track, Monongahela
Ciganik, J. J. Asst. Supvr. Track, Steubenville
Dailey, H. H., Jr.

Asst. Gen. Fmn. Track, Pittsburgh
Hutchinson, C. E. Asst. Div. Engr., Pittsburgh
McGuire, R. M. Supvr. Track, Pitcairn
Mozzetti, J. R. Supvr. Track, New Kensington
Saurer, G. R. Asst. Train Master, Mingo Jct.
Warnock, D. M. Supvr. Track, Martins Ferry

EASTERN REGION

Beward, D. J. Supvr. Crew Assignments
Brannan, J. Asst. Supt. Floating Equipment
Carey, W. L. Office Engr. M.E.
Cooke, D. B. Personnel Management Trainee
Daly, J. B. Supvr. Cost Accounting
Devon, T. J. Supvr. Damage Prevention
Fellona, E. F.

Asst. Examiner Labor Rel. & Personnel
Foley, F. A. Asst. Examiner Labor Rel. & Personnel
Lanzalone, S. D.

Examiner Labor Rel. & Personnel
Martin, T. M. Supvr. Damage Prevention
O'Luck, N. Examiner Labor Rel. & Personnel
Reese, C. L. Mgr. Systems & Budgets
Shoemaker, J. K. Supvr. Consists
Shuman, J. P. Supvr. Damage, Harrisburg
Trostle, D. A. Asst. Examiner, Harrisburg
Wood, W. M. Supvr. Budgets
Wright, B. C. Asst. Supvr. Personnl

Philadelphia Division

Chermanski, W. C. Asst. Supvr. Track, Paoli
Crawford, J. S. Asst. Car Fmn., Paoli
Cunane, J. F. Trainmaster, Earnest
Dugent, P. A. Asst. Trainmaster, Thorndale
Fitzsimmons, G. T. Div. Operator
Gallagher, D. J. Freight Agent, Phila.
Kleinbans, J. P. Agent, Camden
Lowry, K. O. Psgr. Trainmaster, Phila.
Marakoff, B. P. Asst. Supt. Train Movement
Merrill, W. A. Rules Examiner, Phila.
Murphy, J. J. Asst. Trainmaster, Camden
O'Leary, R. J. Supvr. Track, Earnest
Phillips, D. J. Agent, Chester
Pompetti, F. E. Asst. Psgr. Agent, Phila.
Somerville, R. W. Asst. Supvr. Track, Chester
Spence, C. R. Asst. Supt.—Freight
Stoops, R. L. Dir. Trailer & Cont. Serv.
Zeigler, R. H. Supvr. Structures, Phila.

Chesapeake Division

Cooper, J. A. Asst. Trainmaster, Orangeville
Dinehart, W. D. Asst. Div. Engr., Balto.
Doughty, G. N.

Asst. Supt. (Acting), Wilmington
Dwinnell, W. B. Asst. Div. Engr., Harrington
Hansen, F. C. Supvr. Track, Wilmington
Holt, D. R. Transportation Supvr., Edge Moor
Panning, J. R.

Transportation Apprentice, Balto.
Young, R. B. Motive Power Fmn., Wilmington

Harrisburg Division

Armond, W. A. Trainmaster, York
Ham, F. J. Trainmaster (Acting), Enola
Miller, D. W. Freight Agent, Hagerstown
Wilson, D. L. Supvr. Track, Hagerstown
Wolfley, F. Asst. Car Fmn. (Night), Enola
Zebrowski, J. R. Supvr. Track, York

New York Division

Bruno, S. A. Psgr. Trainmaster, Asst. Div. Operator
Bunce, V. E. Asst. Gen. Fmn. M&B
Campbell, W. F. Transportation Supvr.
Douglass, M. C.

Asst. Trainmaster (Night), Harsimus Cove
Gaynor, E. J. Passenger Agent
Hallenback, W. W. Asst. Supvr. C&S, Newark
Hill, H. H. Agent, Jersey City
Horvath, J. G. Car Fmn., Sunnyside Yard
Hrehocik, F. X. Psgr. Agent, Newark
Keenan, J. F. Psgr. Trainmaster, N. Y.
McKinley, S.

Asst. Supvr. Track, New Brunswick
Mulvey, J. T. Gen. Fmn. M&B
Muzzarini, L. Gen. Fmn. M&B
Perrone, S. J. Asst. Car Fmn., Sunnyside Yard
Rau, J. A. Supvr. TrailVan Term., S. Kearny
Smallwood, T. W. Supvr. Track, Morrisville
Smith, H. J.

Psgr. Trainmaster, Asst. Div. Operator
Zarra, J. N. Psgr. Trainmaster, N. Y.

NEW YORK REGION

Ashton, R. Supt. Transportation
Bond, P. J. Reg. Supvr. Data Control
Cole, C. W. Reg. Mechanical Supt.
Farrell, J. A. Supt. Police
Farrell, J. A. Supvr. Labor Relations
Gaynor, M. K. Secretary
Heinze, D. F. Supvr. Automotive Equipment
Kelly, J. A. Supt. Stations
King, J. H. Supvr. Contract Admin.
Kissel, A. H. Reg. Industrial Engr.
Matteson, R. M. Supvr. Statistics
Morro, P. J. Reg. Supvr. Train Operations
Muhlbauer, W. J. Reg. Mech. Supvr. Car
Pattison, R. K. Gen. Supt. Transportation
Roche, J. J. Supvr. Rev. Accounting
Roe, R. T. Reg. Safety Supvr.
Ryan, V. T. Supvr. Yard Procedures
Schwinn, A. G. Reg. Supvr. Car Utilization
Stonehouse, E. P.
Reg. Supvr. Operating Rules
Vogel, G. Reg. Mech. Supvr. Locomotive

Grand Central Terminal

Haley, W. J. Asst. Gen. Station Master-Baggage Agent
Wermert, J. J. Asst. Station Baggage Master

Dear Lady Bird:
Lend me an airplane



Mr. and Mrs. Melvin K. Dunmire, right, stack gifts for refugees of the Vietnam war with the help of their friends, Russell McCormick, Mrs. Paul Osborne and Mrs. McCormick.

It was an unusual request coming from a Penn Central freight conductor. But he had an unusual problem—3,000 pounds of clothing going to Vietnam.

Melvin K. Dunmire, who works out of Zanesville, Ohio, had collected the clothing for war refugees in

that battle-scarred country. Now he needed a way to transport it the 12,000 miles to them.

So he took his problem right to the top. He wrote Mrs. Lyndon B. Johnson, asking for use of an airplane.

"She wrote back, saying my re-

quest would get into the proper hands," Mr. Dunmire said. "Sure enough it did and I got the plane."

The conductor started the drive after receiving several letters from his son William, a chief warrant officer with the U.S. Marine Corps in Vietnam. The letters told of the plight of refugees.

Armed with strong will and energy, Mr. Dunmire organized the drive throughout the Zanesville area. He drummed up support from local businesses and churches. Penn Central lent him a little-used freight office as a storage point.

The clothing drive was a success because a lot of community-minded people in Zanesville lent a helping hand. Mr. Dunmire was surprised at the amount of clothing collected.

"And there were other useful items donated," he added, "such as sheets, shoes, soap and toothpaste."

When the drive was over, the clothing was sorted by the conductor and his neighbors. It was then packed in boxes and taken to a nearby airport. From there an Air Force cargo plane flew the shipment to Da Nang.

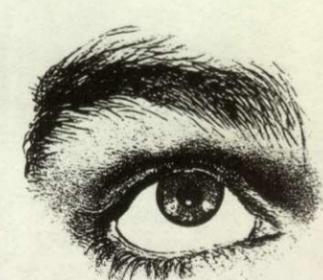
Marines assigned to Vietnam Civic Action Groups distributed the clothing.

"I'm sure the Vietnamese people will get a lot of good out of what we sent," Mr. Dunmire said.

"I know we got a lot of good out of helping them."



Do you watch the
V. M.?
Read about it in
January's PC Post



They're dolling up the cabin cars



Car Builder R. L. Smith installs new type of aluminum window sash in car's cupola.



Daniel Burns secures new stove in place as car moves down Altoona assembly line.

Tear 'em down and start over. That's the word in the Passenger Car Shop at Altoona, Pa., as the cabin car repair program goes into high gear.

And tear them down they do. Penn Central car builders are in a Class I repair program, and that means taking the cars down to their steel shells and rebuilding them.

About the only thing left standing in the cars are the lockers and floor bunks, which are part of the steel construction.

On the outside, everything that is broken, damaged, rusted or corroded is repaired or replaced.

The air-brake systems are cleaned and checked and replaced if necessary. New swing-motion wheel trucks for a smoother ride are installed. New draft gear is added.

Aluminum sashes with sliding glass and screens are being put into the side windows, the cupolas and the doors.

"These cars are like a home away from home," said Electrician Nelson C. Tetter. He was installing a light fixture over the new stainless steel sink in one of the cars.

Car Builder Christopher J. Martin was having trouble with his end of the work. Some of his finishing nails were bending as he hammered them through the molding at the base of the new Kemply paneling.

"This flooring sure is hard," he explained. "It takes a lot of hammering to get the molding down."

Working ahead of him were Car Builders Michael A. Fusco and John Talasky. They were putting in the floor boards.

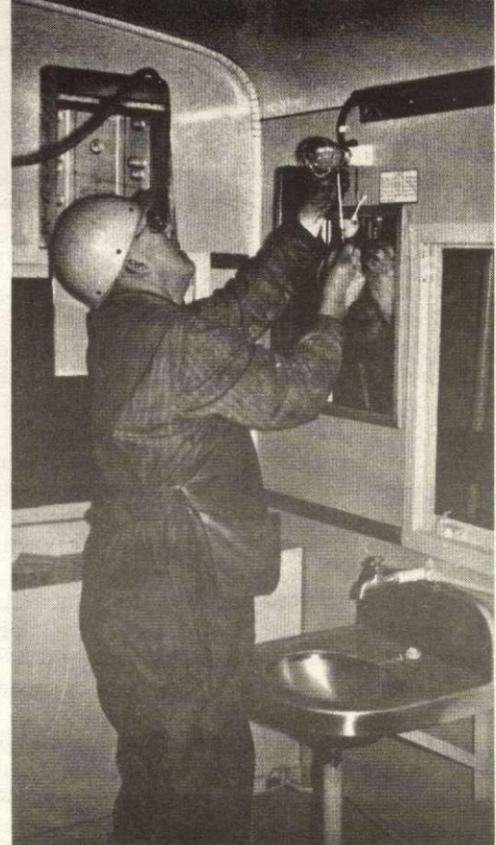
"This is inch-and-a-half by 12-inch hardwood," Mr. Fusco explained. "They call it Doweloc floor, but whatever they call it, it's plenty strong."



New hardwood floor is installed by Car Builders Michael Fusco and John Talasky.



Radio connection aboard the cabin car is completed by Electrician George I. Moore.



Electrician Nelson C. Teeter installs new light over mirror and stainless-steel sink.

"With this floor and the insulation and the fiberglass-finished paneling, this stove ought to keep the cabin warm," said Car Builder Daniel C. Burns, as he bolted an oil stove in place.

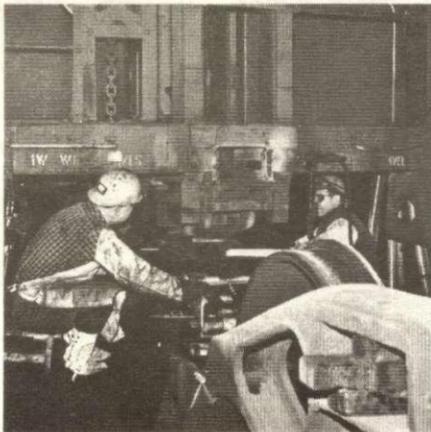
Other men were refurbishing lockers, bunks and cupola seats, and installing newly upholstered seats at the refinished desks. Also programmed were new refrigerator and toilet units, and new round handrails for safety.

The final touch was repainting the car in Penn Central green.

The repair program is in accordance with the Pooling of Caboose Agreement, negotiated by Penn Central with the Brotherhood of Railroad Trainmen and the Order of Railway Conductors and Brakemen.

This agreement made it possible to combine the caboose fleets of the PRR and New York Central into one large Penn Central fleet. The upgrading of approximately 161 PRR cabin cars was agreed upon to provide uniform work equipment for the men of the merged railroad.

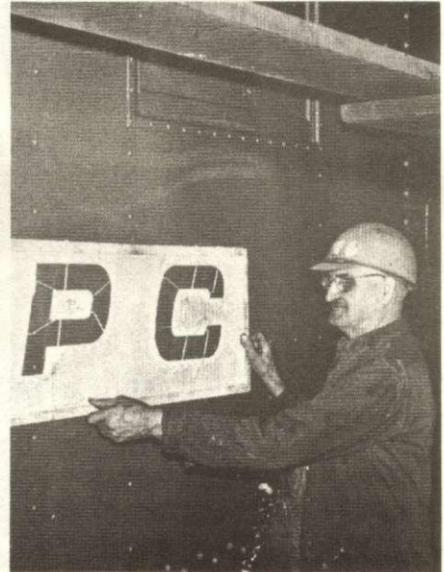
As part of this program, 11 cars are being equipped for crews of solid mail and express trains. These trains don't carry passengers but run in passenger-type service, and require the installation of different types of signal lines, brakes and other gear.



Thomas Scacco and C. E. Smith team up to replace the draft gear on cabin car.

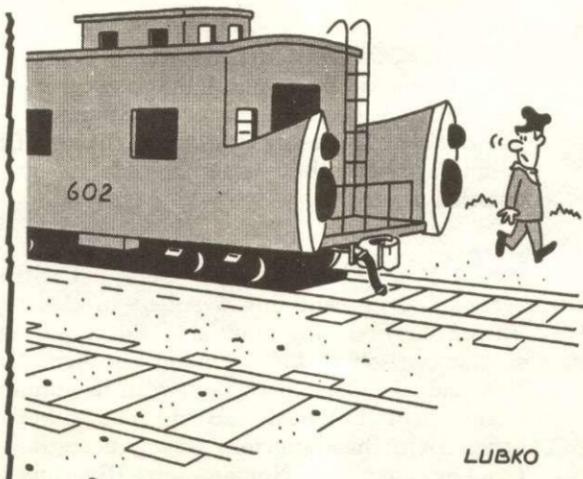
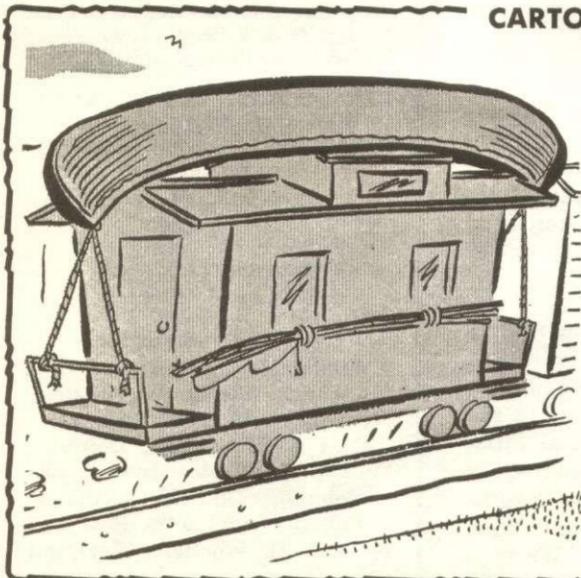
What do you call it?

We're talking about that thing at the end of a freight train. PRR people have called it a cabin car. On the New York Central, it's been a caboose. Out West, the common name has been way car. And then there's a profusion of slang terms, such as hack, crib, cage, buggy, crummy, dog house, clown wagon, monkey house, chariot. For the sake of uniformity, Penn Central maintenance-of-equipment officials have made the official name *cabin car*. But we don't doubt that some of the other names will be around for a long time.

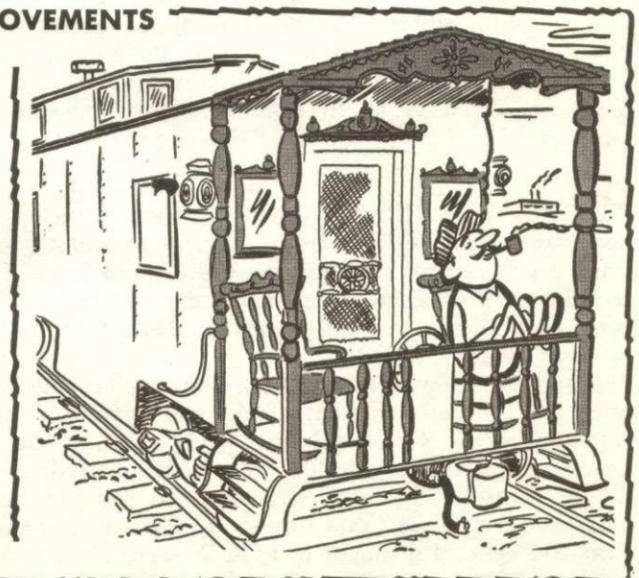


At the end of the line, here is Louis Lohs adjusting a PC stencil before painting.

CARTOONISTS SUGGEST SOME CABIN CAR IMPROVEMENTS



LUBKO



OPEN LINE

REPORTS FROM ALL OVER

Union elections—When the New York Central merged with the PRR, many maintenance of equipment employes were represented by different unions on the two railroads. At the request of the unions, elections have been conducted by the National Mediation Board to pick a single union, in each case, to represent all the employes of a particular craft. The results:

Boilermakers voted 252 for International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers, and 114 for Transport Workers Union.

Electricians voted 1416 for International Brotherhood of Electrical Workers, and 1378 for TWU.

Carmen and coach cleaners voted 5308 for TWU, and 4367 for Brotherhood of Railway Carmen of America.

Powerhouse employes and shop laborers voted 1065 for International Brotherhood of Firemen & Oilers, and 707 for TWU.

The union receiving the majority in each election was certified to represent all employes in that craft.

To haul new autos—Penn Central has ordered 743 new steel racks which, mounted on flatcars, will carry thousands of new automobiles from factory to market. This new equipment will go into service early next year.

Need for increased rates—America's railroads emphasized their urgent need for freight rate increases in a brief filed last month with the Interstate Commerce Commission. They pointed out that their financial situation is considerably worse than in 1966, which is the year chosen by an I.C.C. examiner to serve as a base for comparison of costs and revenues.

During the first nine months of 1968, the railroads stated, their net operating income was 35 percent below the 1966 figure. Their rate of return on their investment in railroad property was over 33 percent below 1966.

The railroads asked the I.C.C. to rule that the increases they proposed "will be just and reasonable and will not result in rates or charges in excess of a maximum reasonable level."



Miss Torch arrives—To promote the United Foundation Torch Drive, Detroit's charitable fund-raising campaign, a Miss Torch was chosen to carry the "give once for all" message to Penn Central people. Here she is—Rosemary Girard, file clerk in the PC Personnel Department—shown arriving at Livernois Yard, Detroit. With her is Harry C. Stevens, assistant supervisor of personnel.

Merger at Chicago—The Western Division has been fitted into the Chicago Division as part of the continuing program of streamlining the merged Penn Central. The new Chicago Division includes the greater Chicago area and extends eastward to Elkhart, Ind., and southwestward to Joliet, Ill.

A small portion of the Western Division becomes part of the Fort Wayne Division, which extends from Zearing, Ill., to Bucyrus, Ohio, including such points as Kankakee, South Bend, Logansport, Effner, Kendallville.

"The consolidation will enable us to provide better service to the public," said Howard C. Kohout, vice president and general manager of PC's Western Region. This is one of the eight Regions making up the Railroad.



Big new steel plant—When Jones & Laughlin Steel Corporation held an open house at its giant new plant at Hennepin, Illinois, more than 30,000 people came from 15 states. The \$150 million plant is believed to be the largest single industrial development in Illinois history.

The plant is served by Penn Central crews. And on hand for the open house ceremonies was Richard A. Clougher (left), PC district sales manager. He's shown with William E. Snowden, Jones & Laughlin's supervisor of traffic and transportation; and Frank Biagi, Hennepin's mayor.

The 99 years are up—Back in 1869, the Pennsylvania Railroad took a 99-year lease on the Little Miami Railroad, which gave the PRR the main line tracks—190 miles in all. Now, as happens with all leases, the 99 years are running out. And last month Penn Central asked the Interstate Commerce Commission for authority to renew the lease—for 99 years more.

The unauthorized strike—Recent developments called attention of American railroaders to an unauthorized strike by Chesapeake & Ohio yardmen at Toledo, Ohio. As a result of this strike, 38 employes were dismissed through disciplinary action taken under the collective bargaining agreement between the railroad and the Brotherhood of Railroad Trainmen. And 19 of these employes were taken into Federal Court where the Judge fined them and put them on two years' probation for ignoring his order to stop the unauthorized strike on the railroad.

The Judge, G. E. Kalbfleisch, told the men: "In order that we have an organized society controlled by law, we have to operate under rules. I have to. The fact that I am here in a black robe doesn't mean I can do as I please. You will have no government, you will have no protection, if the orders of the Court are not obeyed."

Into Union Station—Former New York Central passenger trains using LaSalle Street Station in Chicago have now all been rerouted into Union Station. This will be especially convenient to many passengers transferring between Penn Central and Western trains, eliminating the need for cross-town trips between the two stations. Union Station is used by the Burlington, Milwaukee, and Gulf, Mobile & Ohio trains; and trains of the Northern Pacific, Western Pacific, and Denver & Rio Grande Western also enter the station over tracks of the Milwaukee or Burlington.

Marriage canceled—Plans to make the Kayser-Roth Corporation, apparel manufacturer, part of Penn Central have been discontinued. Stuart T. Saunders, PC chairman, and Chester H. Roth, chairman of Kayser-Roth, announced that they were "unable to agree upon final detailed terms."

Safety... going up—Penn Central employes scored a 5 percent improvement in their safety record during the first nine months of this year, compared with similar portion of 1967. Among the eight Regions of the Railroad, the Central Region, with headquarters at Pittsburgh, had the best record. The other Regions, in order (with headquarters city indicated), were: Southern (Indianapolis); Northeastern (Syracuse); New York (New York City); Eastern (Philadelphia); Western (Chicago); Lake (Cleveland); Northern (Detroit).



"I enjoyed reading your magazine very much. It is informational as well as enjoyable."—William C. Shvach, Ambridge, Pa.

"Concerning Miss Careful Handling: Would like to see a different face pretty soon."—Mark Cunningham, clerk, Cadillac, Mich.

"As a very pleasant surprise, my wife decided to buy me a subscription to your publication. I am a model railroad enthusiast. I own 55 HO scale locomotives, almost every one of which the PRR used at one time or another."—Charles E. Horan, Prospect Park, Pa.

"Every story in the Penn Central Post has a lively lead paragraph. You and your staff can take a big bow for such good writing."—A. E. Greco, assistant director of public relations, Association of Western Railroads.

"Kindly let me express to you my appreciation for sending to me Penn Central Post Magazine. I enjoy it. Am retired and 'have more time than money.'"—G. H. Doyle, Sr., Atlanta, Ga.

"I am very much interested in the growth and progress of the Railroad, and if possible, would greatly appreciate receiving future editions of your publication. Congratulations on your receipt of the Distinguished Achievement Award of the Association of Railroad Editors."—L. A. Wills, assistant professor of transportation management, Agricultural and Technical College, State University, Farmingdale, N.Y.

"I was always an avid reader of the New York Central Headlight, and will always enjoy reading the Penn Central Post, as any interested Railroader should. I retired in 1967 after serving many enjoyable years as a Freight and Passenger Conductor between Indianapolis and St. Louis."—H. G. Ax, Tucson, Ariz.

ON THE COVER

Conductor G. A. Karnis highballs first carload of Christmas trees from Canada into Philadelphia.

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

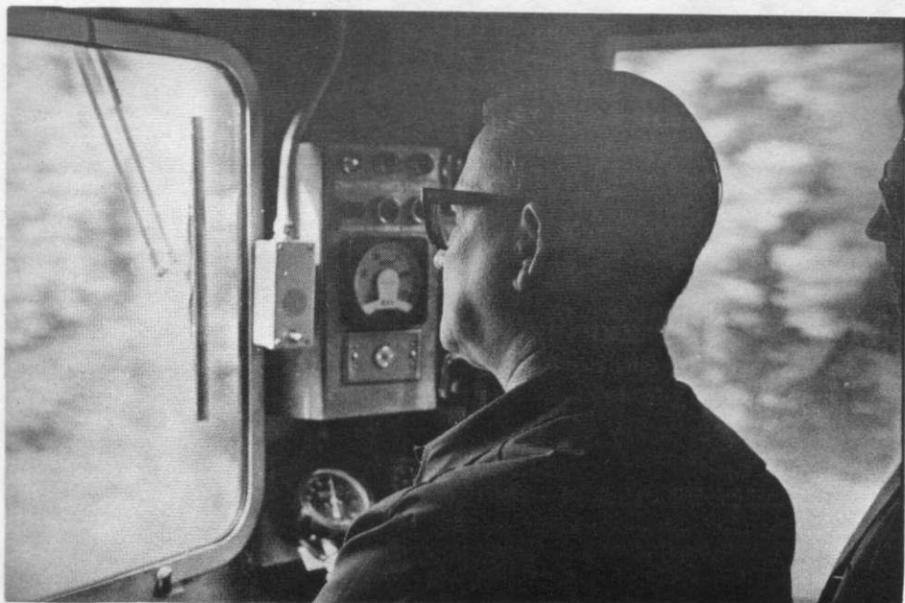
MANAGER—EMPLOYEE PUBLICATIONS
Joseph Shallit

STAFF WRITERS
Joseph K. Harvey
Mike Avenenti

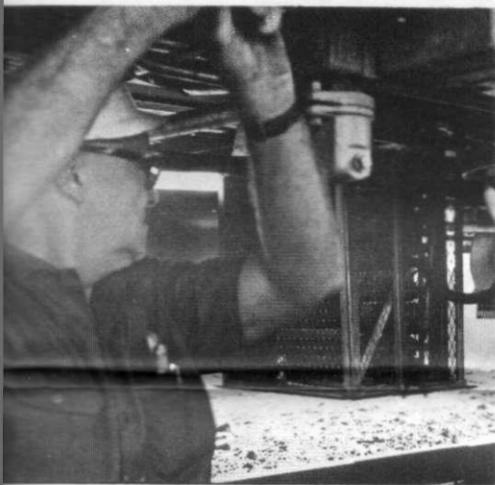
STAFF PHOTOGRAPHER
Nelson M. Stickler

CONTRIBUTING EDITORS
William E. Baird, Pittsburgh
Joseph R. Ewing, Washington
Kevin H. Hannon, Syracuse
Fred A. Huber, Jr., Detroit
Farwell C. Rhodes, Indianapolis
John E. Salter, New York
Robert W. Schuette, Boston
Frederic H. Woolfall, Cleveland

Fast new ride for PC commuters 100 MPH



Engineman Robert O'Neil is at throttle as new commuter train hits speed of 100 mph.



Andrew P. Schlagel checks the pressure in brake cylinder as New Jersey commuter cars are tested in PC shop at Wilmington.



Inspecting model: R. W. Minor, PC senior vice president; D. J. Davis, St. Louis Car; D. J. Goldberg, N.J. commissioner of transportation, and R. J. Nelson, director, Office, High-Speed Ground Transportation.



Electrician Augustine Cerminara tightens battery connection on a Jersey Arrow car.



Conductor John Moran talks with Miss New Jersey during demonstration ride.

Jersey Arrow commuter car has doors at both ends and center for fast passenger loading.



Linda Ann Wilmer, Miss New Jersey, christens the new commuter car with cranberry juice.

Cranberry juice? That's right. New Jersey officials chose a liquid produced in their State to christen the first of their new fast-stepping commuter cars.

Miss New Jersey, Linda Ann Wilmer, did the honors. She delicately smashed a bottle of cranberry juice over the prow of Car 101 at Penn Central's Trenton Station.

The ceremony marked the official acceptance of the first two stainless steel, electrically-propelled cars by the New Jersey Department of Transportation. The cars were then turned over to a Penn Central crew for the first demonstration ride.

Passengers included State, Federal and local officials and the press.

As the cars flashed along PC's test track between Trenton and New Brunswick, upgraded for high-speed testing of the Metroliners, Engineman Robert M. O'Neil kept glancing at the speedometer.

"There it is!" he exclaimed as the speedometer hit 100 miles per hour. "I knew there'd be no trouble with 100. These are easy riding cars with plenty of power and pickup."

When the speed was announced over the public address system, several skeptical passengers walked to the engineman's cab to check the speedometer.

Representatives of the St. Louis Car Division of General Steel Industries, Inc., the cars' manufacturer, smiled at how comfortably the passengers could walk in the speeding cars.

"There's no swing or sway," remarked Conductor John Moran. "These are the nicest cars I've ever seen."

A month later, after constant test runs, three of the new cars were put into regular service.

New Jersey Governor Richard T. Hughes and other notables were on hand to give a big send-off to some

300 commuters who took the 6:52 A.M. train out of Trenton. It made the 58-mile run to New York in 48 minutes, hitting speeds as high as 100 m.p.h.

"This is the beginning of the best commuter service in the world," said David J. Goldberg, New Jersey's commissioner of transportation.

"This is also the fastest commuter service, not only in this country but probably in the world."

Passengers were enthusiastic not only about the ride but also about the construction features—air conditioning, eye-easing lights, tinted glass windows.

Each car is divided in the center by a vestibule, separating the smoking and non-smoking sections. The cars have doors at the ends and also at the center vestibule for quick loading and unloading at stations with low-level or high-level platforms.

The contoured high-back seats, accommodating 118 passengers per car, are upholstered in blue and beige. The car interiors are finished with walnut paneling.

The new cars are intended to replace PC's "red cars" which now bear the brunt of commuter work in New Jersey. Thirty-five cars have been ordered by the State and will be leased to Penn Central for operation.

The State Department of Transportation sponsored a contest among commuters to find a name for the new whiz service.

The prize-winning name was: *Jersey Arrow*.

The widespread enthusiasm about the new cars evidently helped win the voters' approval for a new transportation bond issue. This proposal went through in the November 5 election.

And one of the results will be that 45 more of the new cars will be ordered.

Vestibule behind sliding doors at rear separates car's smoking and non-smoking sections.



Giving a good ride to the 1969 AUTOS

Checked out the 1969-model autos? Daryl Stone has—many months ago.

He's got to know about the new autos long before the motoring public, because it's his job to help get the autos to market.

Daryl Stone is Penn Central's manager of special equipped cars. They include the 89-foot flatcars on which new autos ride from the factory.

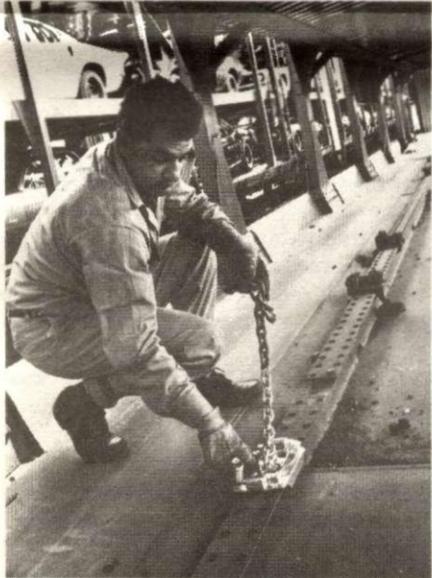
He has to check the new autos of all the manufacturers—General Motors, Ford, Chrysler, American Motors—to see if there are any design changes that would require a change in PC's auto carriers.

He also studies the auto parts—such as brake assemblies, fenders, frames and hoods—to see if the boxcars that carry these parts to assembly plants must be modified.

Mr. Stone, a soft-spoken, blue-eyed fellow, visits all the auto manufacturers when their new autos are



Daryl Stone, Gus Poneleit and Irv Coates check the new low-profile tie-downs being installed on auto carriers for new Fords.



Car Inspector Patrick Sesta inspects new low-profile device on center deck of a PC tri-level auto carrier at Metuchen, N.J.

still in the pilot model stage. With him goes a team of Penn Central experts who view the new designs from various angles—possible changes needed in the PC flatcars, possible clearance problems, car supply, delivery schedules. These preliminary meetings are followed by many meetings—20, 30 or more—until all the details for handling the new model autos are worked out.

"This year, Ford came out with a line of low-slung models—low-profile, they call it," Mr. Stone said. "So we had to lower our look to accommodate the autos.

"The tie-down gear on our carriers was too high. We've had to design low-profile tie-downs to hold the autos securely."

The new devices are being put on 700 auto-carrying flatcars at Ford's assembly plants at Metuchen, N. J., and Fairlane, Ohio.

Modifications also are being made in the bridge plates that span the spaces between the flatcars. The new autos are driven over these plates during loading and unloading.

Ford requested plates that can be attached while the autos are being loaded, and then can be removed to provide added room for placing the autos.

The other companies preferred a permanently attached bridge plate, but requested that it be designed to accommodate all sizes of autos.

"We're making both types of changes to satisfy their different needs," Mr. Stone said. "All the auto companies have had a hand in developing the auto-carrying flatcar into the effective piece of equipment it is today."

Chevrolet has asked that the decks of the triple-deck auto carriers be widened to provide more ample walkways for the men who do the loading and unloading.

Oldsmobile officials have requested



Fred Fisher uses ratchet device to secure a new auto on a Penn-Central carrier.



Discussing design and use of the new low-profile device are John W. Stickle, supervisor of outbound traffic, Ford Motor Co.; Daryl Stone, manager of special equipped cars; Gus Poneleit, supervisor of freight cars, Eastern Region; Irv Coates, assistant car foreman.

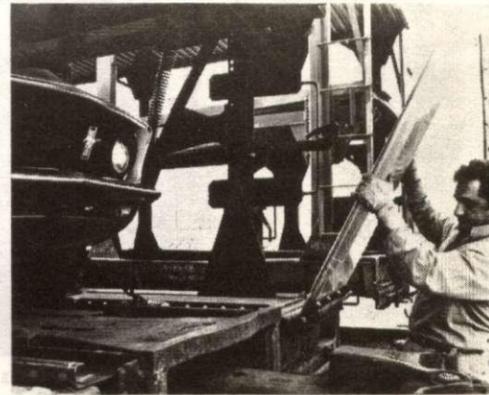
changes in the ramps to accommodate their new models which have longer wheel base and lower profile.

"We've also had to make changes in the boxcars that carry auto parts," Mr. Stone said. "The boxcars are custom-tailored to hold the parts securely and protect them from damage. Any substantial changes in a fender design, for example, means reworking the cars' interiors."

Chrysler requested extra room in the boxcars assigned to carry its parts for 1969 cars, and the interiors are now being revised to provide maximum loading space.

Pontiac's new parts meant that more supporting belt rails and cross-bars had to be added to the interior of the boxcars.

This work is being done by Penn Central men at Samuel Rea Shop, Hollidaysburg, Pa.; Beech Grove (Ind.) Shop; and other places as required.



Car Inspector Patrick Sesta removes the new bridge plate after loading of autos.

"It all adds up to a big job," said Mr. Stone.

"And a lot of business depends on our doing it right.

"During the 1968 model year, we hauled 1,900,000 new autos and trucks. We want to haul more and more of them."



This long, colorful line of new autos is being moved to market by PC on tri-level carriers.

It didn't look good . . . so he fixed it up

When retirement came, Roland G. Trautmann thought it would be nice to sit on his front porch and just watch the world go by.

"But the view wasn't too good," Mr. Trautmann said. "My house faced the lot adjacent to the commuter station at Darby, Pa. Grass was up to your knees. The shrubbery needed trimming."

So Mr. Trautmann, a statistician with 48 years' service on the Pennsylvania Railroad, decided to do something about the situation.

He crossed the street with his lawn mower and leveled the grass. He trimmed the shrubs

and put in new ones. He planted flowers. He did other things that needed doing.

Neighbors volunteered to help care for this "public garden." Mr. and Mrs. William St. Clair did edging. Mr. and Mrs. Edward Meuntzinger cut the hedge. Donald Look provided a lawnmower.

"The Mayor of Darby stops by now and then to thank us," Mr. Trautmann said. "Commuters stop to admire the blossoms, and some pause to pay us compliments.

"It's nice to hear them. It's even nicer to see beauty blossom out of what had been just a lot of weeds."



A close-up look at railroad careers

What does the railroad have to offer a young person?

"The challenge of a dynamic industry—the excitement of the current big changes in railroading—the chance to show individual responsibility—the self-esteem of serving America's key transportation needs."

The question was asked by Sister Mary Silvia, R.S.M., one of 75 high school guidance counselors from the Pittsburgh area who toured Penn Central's Conway Yard.

Answering her was Paul E. Ford, then assistant superintendent of the yard, now assistant superintendent of Fort Wayne Division.

Mr. Ford was one of several railroad officials on hand to give the high school counselors a first-hand look at the industry and what it can offer their students. The tour was sponsored by the Community Relations Committee of the Pittsburgh Railroads.

A special three-coach train took the counselors to Conway Yard for a close-in view of the operation.

"I never dreamed a railroad involved such complexity as this!" exclaimed Mrs. Ruth G. Conwisher, counselor for Westinghouse High School, Pittsburgh. "What an exciting experience to see how trains are made up for cross-country travel!"

The group was addressed by the



Conductor William L. Jackson serves as a tour guide for group of school counselors.

committee chairman, Curtis D. Buford, president of the Pittsburgh & Lake Erie Railroad, an affiliate of Penn Central.

"This tour," he said, "is part of the Committee's continuing program to guide qualified students into college-level educational programs leading to railroad positions."

On the trip back to Pittsburgh, the visitors continued to ask questions.

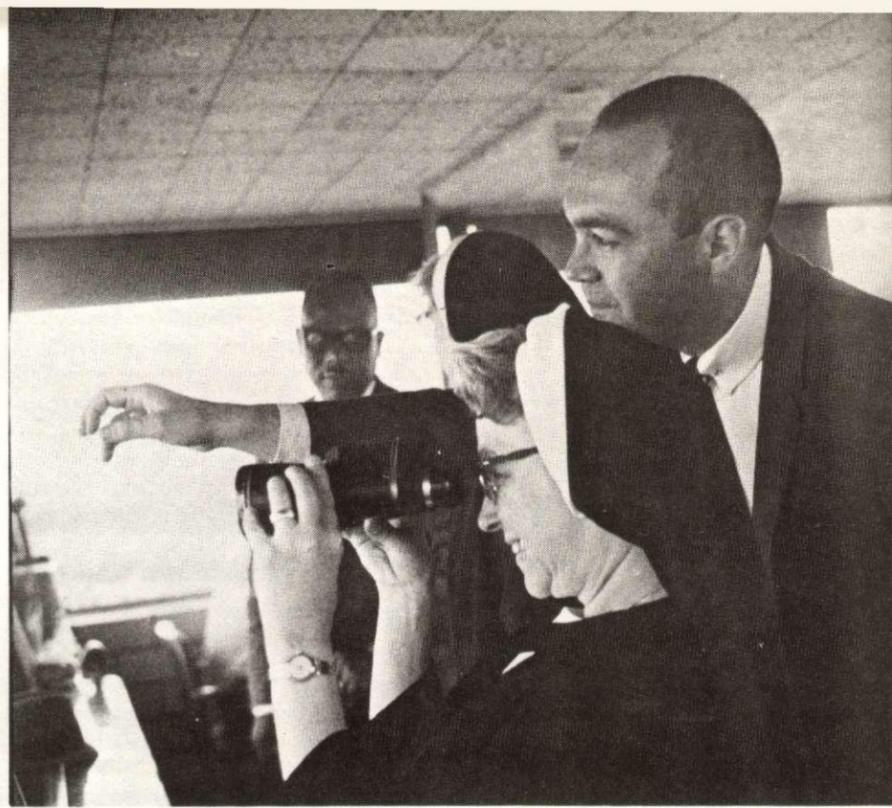
"A lot of them were about fringe benefits and working conditions," George S. Dyhouse, supervisor of damage control, said later. "I told them Penn Central's benefits are among the best in the business."

"Some counselors wanted to know if a college education was necessary to work on the railroad. I told them that, while it helps to have a degree, a person can make a career of railroading without it."

William H. Lee, director of guidance at Moon Senior High School,



Supervisor Philip V. Volpe explains how Instant Car Locator keeps track of freight cars.



In high tower at Conway Yard, Asst. Superintendent Paul E. Ford points out key features of the giant yard to Sister Mary Clare of St. Michael's High School, Pittsburgh.

Coraopolis, Pa., complimented the railroad men of the Community Relations Committee for arranging the tour. "I am sure I'll do a better job of counseling after seeing the

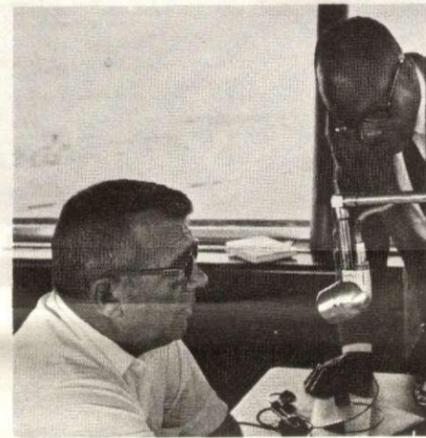
railroad in action," he said.

Mr. Buford wasn't surprised at the enthusiastic comments.

"It's as I told them," he explained. "It takes highly skilled personnel to run a railroad. We're constantly searching for new talent. If we didn't, we'd become an old industry in a hurry."

"Any time we can attract a qualified person into railroading, we're happy to do so. Once he gets here, he'll find he likes it."

"It gets in your blood."



W. E. Zuck, general yardmaster, explains controls to R. H. Cook, Westinghouse High.

CLIFF-HANGER

The aerial ladder was too short. It touched the almost perpendicular rock wall about 15 feet below the 19-year-old youth who clung desperately to a crevice on the Annsville rock-cut near Peekskill, N.Y.

He had tried to climb the rock-cut on a dare, but froze about 100 feet up. Now the volunteer firemen from nearby Mohegan Lake were trying to get him down.

Up to the top rung of the ladder went one of the volunteer firemen, George P. Turner, a



A youth stranded on a rock ledge is rescued by volunteer fire company, including George P. Turner, Penn Central man.

Penn Central man.

"I found it impossible to throw a rope up to him," Mr. Turner said later. "The only other thing was to climb up above him and lower the rope so he could get it."

Mr. Turner clambered nearly 20 feet up the face of the cliff-like formation until he was above and to the left of the youth. Holding fast to the rocky surface, Mr. Turner anchored the rope.

The youth then grasped the dangling end and slid down the rock face to the top of the ladder, where he was helped onto the top rung.

The rescue capped a busy day for Mr. Turner, who is the director of rail highway terminals for Penn Central. He's in charge of operations of container and piggyback terminals and PC's motor vehicles.

He had already given up most of his Sunday helping to fight a fire in Peekskill, 50 miles north of New York City. Peekskill's aerial-ladder truck had been disabled and the firemen from Mohegan Lake were called for assistance.

"They had a fire in an abandoned three-story apartment

house," Mr. Turner said. "We used our truck to ventilate the roof for them."

"We'd been there about an hour and were just picking up to leave when we got the call about the man on the cliff."

Mr. Turner joined the volunteers about eight years ago. In addition to his duties as a fireman, he's responsible for the fire company's ambulance. He maintains the duty roster for the drivers and fills in for those who can't make it. His regular shift is on Friday night.

In spending so much time helping others, Mr. Turner follows the advice of the homespun philosopher who said: "Life is like a bank account—you can't make a withdrawal without first making a deposit."



George Turner at work. He's Penn Central director of rail highway terminals.



LADIES ON WHEELS

Here comes one of the guys driving a forklift.

Oops! Make that one of the girls.

It's not unusual to see a tractor or forklift at the Altoona Heavy Repair Shops with a woman at the steering wheel.

There are eight women working in various departments. They move supplies from storehouses to the locomotive, passenger car, freight car, and steel shops. They load and unload trucks, and move material around within the shops.

The two with longest service—25 years—are Effie H. Probst and Irene G. Copenhaver.

Mrs. Probst is a chauffeur; Mrs. Copenhaver, a tractor operator. They've been at Altoona since World War II, when the Pennsylvania Railroad hired women because of the manpower shortage.

And they've measured up to a man's job.

"There isn't a piece of heavy equipment in the Car Shop that I can't drive," claimed Mrs. Probst.

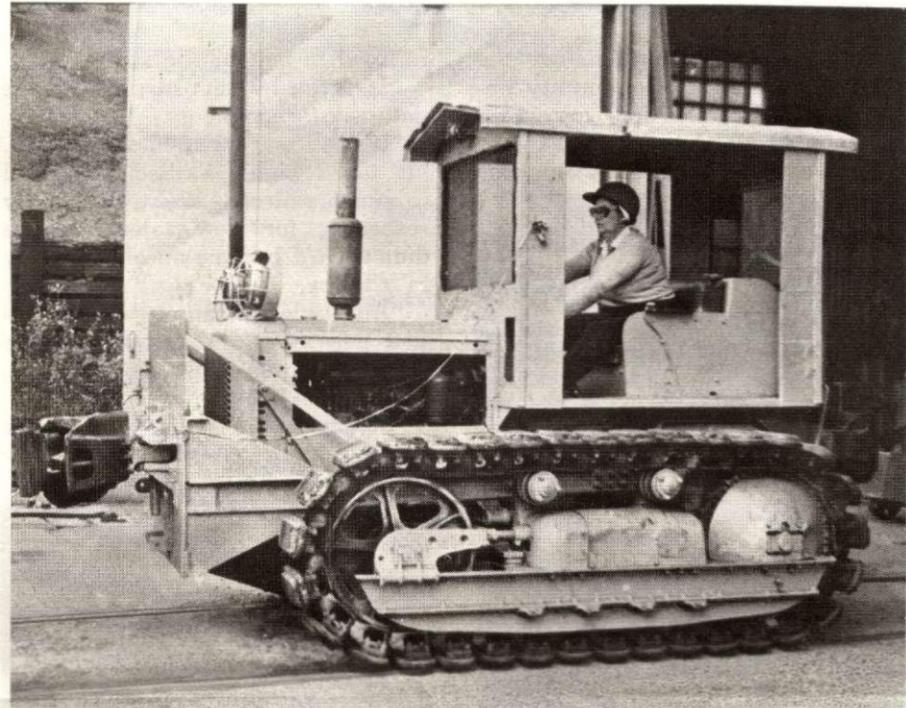
The diminutive lady was talking about such vehicles as the forklift, crane car, gas derrick, Caterpillar and wheeled tractor.

"I could also drive one of the Railroad's highway trucks," she said. "But I'd never do it. It's much safer driving in the railroad yard than driving on the highway."

Mrs. Probst shuttles supplies to workers, mostly by forklift and tractor. On the forklift's two prongs, raised and lowered by hydraulic pressure, she carries wheel-axle units, oil drums, gears, batteries and boxes of supplies. With the tractor, she pulls an inter-plant trailer laden with heavy materials.



Irene Copenhaver runs her shop tractor with the assurance of driving a family car.



Effie Probst skillfully operates a "Pay Loader," modified to include a car coupler.

When the United States went to war, Mrs. Probst was married and had three children. The Railroad needed tractor operators and she applied for the job to add to the family income.

"I was born and raised on a farm," she explained. "Heavy equipment was nothing new to me. If you can handle a team of horses on a plow, you can handle a tractor."

Mrs. Probst said there was never any trouble working with men.

"They treat me swell," she said. Her associate, Mrs. Copenhaver, went to work with the PRR when her husband died.

"I thought it would be fun to drive one of those little tractors," she said. "And working with men didn't bother me. They readily accepted me as just another worker."

"After all, we women do the same

work as men."

Paul D. Walker, supervisor of material management in the Car Shop, agreed.

"They've got a job to do and they do it," he said.

Mrs. Copenhaver, mother of four boys, told about her first days with the Railroad:

"It was the middle of winter and terribly cold. I wore so many clothes I could hardly move. But now I'm used to any kind of weather."

"The work was harder during the war. We didn't have forklifts. Everything had to be loaded on the wagons by hand. But I managed to get along—and raised four boys."

Both women said driving heavy equipment was a tiring job.

"We gripe a lot," said Mrs. Copenhaver.

"But that's half the fun."

Harry's newest book: The K4s

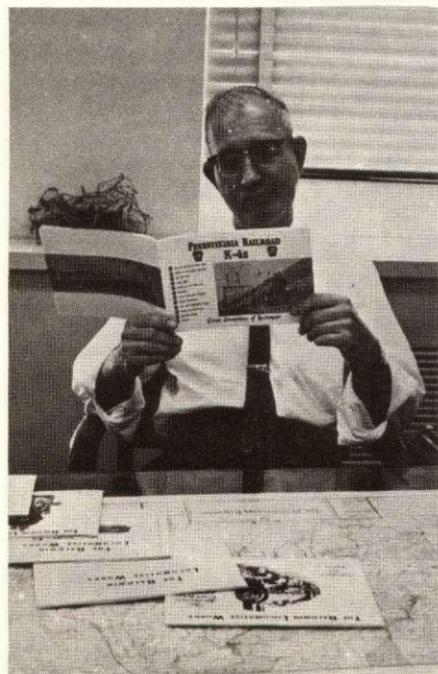
The most famous class of locomotive ever built by the PRR—the K4s—now steams through the pages of a book produced by Harry P. Albrecht.

"It's a book I've been planning to do for years," he says. "It's a relief to finally get it into print."

Mr. Albrecht recently retired as a claim investigator in the Freight Claim Department after 46 years of service.

The new book, 40 pages measuring 6x9 inches, with a soft cover, is sold for \$3.00 by Mr. Albrecht from his home, 40 Wilton Ave., Clifton Heights, Pa. 19018.

He has already published five other books over the past seven years.



They contain photos and construction designs of steam engines built by Baldwin Locomotive Works. More than 4,000 copies have been sold.

"My new book includes photos, history, specifications, tender data, drawings and a roster of the famous K4s engine," Mr. Albrecht explains.

The first K4s (the s stands for superheater) was built in the PRR's locomotive shops at Altoona, Pa., in 1914, Mr. Albrecht says.

"It combined the best features of previous passenger locomotives but with some new designs in boilers, piping, valve gear, and a sleek outline that we would call streamlining today," he says.

"The K4s was assigned to haul the Broadway Limited, the Congressional and other blue-ribbon passenger trains.

"It proved so successful that Altoona turned it out in quantity—a total of 350 engines. Baldwin produced 75 more.

"Over the years, refinements were added—automatic coal stoker, power reverse gear, roller bearings, improved steam injectors, cab signals, trainphone. But the basic design stayed the same."

In 1957, the PRR chose a K4s for permanent exhibition at Horseshoe Curve, as a monument to the five generations of Altoona railroaders who built a total of 6783 steam locomotives for the Pennsylvania Railroad. The engine, standing at the mid-point of the Curve, is No. 1361. It was built in 1918 and served 35 years, rolling up 2,469,000 miles.



Choice photo in the new book is this Fast Mail on the Horseshoe Curve, dated about 1922.



And here's the northbound Congressional on the way near Baltimore on May 30, 1919.

Now cattle travel deluxe in STEER PALACES



Said Engineman Don J. Alm, "They're sure a lot of car."

"Nevertheless," he added, "they're easy to handle and easy to spot."

Engineman Alm was switching two "steer palaces" at the Union Stockyard in Chicago. They're the newest thing in railroad cars for hauling cattle to meat packers.

Each "palace" has two stories and four "apartments." The cars are 85 feet long and 15½ feet high, which is pretty big for a boxcar.

The capacity ranges from 100 to 120 animals—about four times as much as in the standard 40-foot livestock car.

"This is the first major improvement in cattle shipping in a long time," said John Lehew, Penn Central freight agent at the Chicago stockyard.

"These new high-volume cars, moving on fast schedules, mean substantial savings in shipping costs to the customer," Agent Lehew explained.

"This will help us keep livestock traffic on the rails."

And the cars are good for the cattle, too. There are cushioning devices to soak up the stress of coupler movement. The floor has a cleated pattern to prevent slipping. There are no inside projections against which the animals could be bruised. And the roof has side vents for better ventilation.

The new cars aren't railroad-owned. They are being ordered di-

rectly from car-builders by cattle buyers.

"And the cars must be doing a good job, because we're seeing more of them all the time," observed Conductor Velmer R. McInay.

The two levels on each car permit fast loading by means of "upstairs" and "downstairs" ramps. The cars have doors on both sides and near both ends, making it easier to adapt the loading and unloading to any stockyard layout.

Inside each story of the car is a gate that divides into two "apartments," so cattle can be unloaded from both ends. But the gate can be swung out of the way if the loading or unloading is to be done from only one end to suit a smaller stockyard.

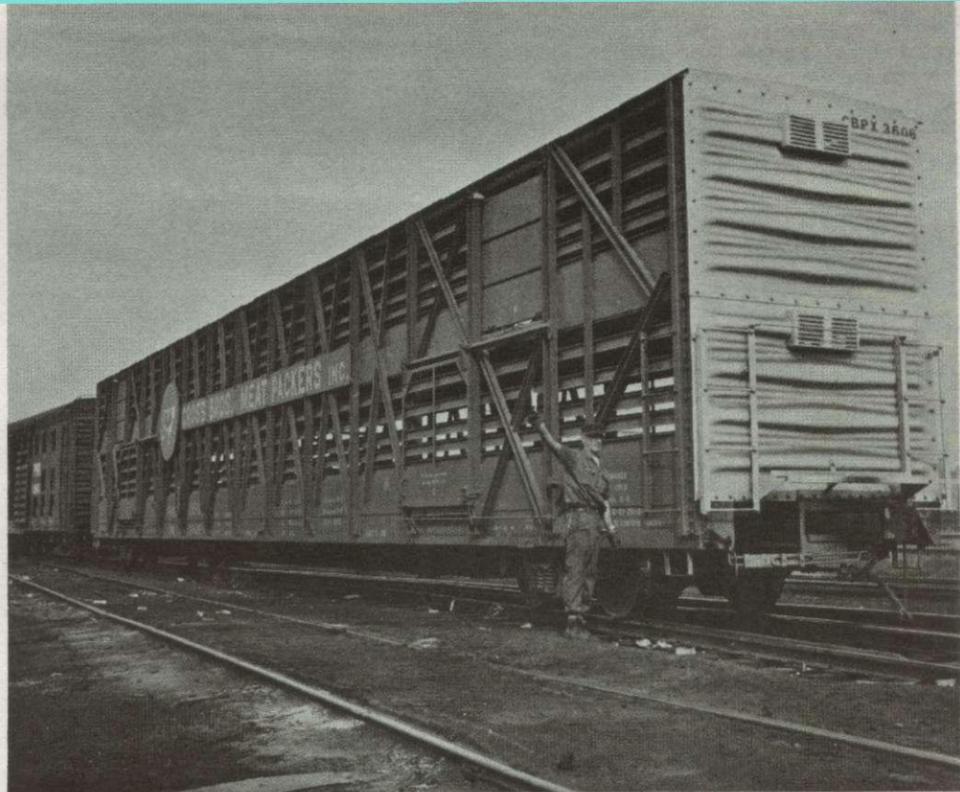
The first steer palace that moved on the Penn Central carried a load of cattle this summer to Cross Bros. Meat Packers, Inc., at Philadelphia.

"The car left here about 11:30 P.M. on Penn Central's advance TT-2, and was delivering the cattle to the pens in Philadelphia in less than 24 hours," Agent Lehew said.

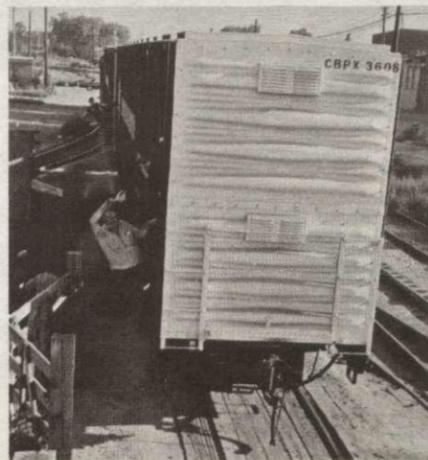
"Since then, Cross Brothers have put nine more cars in service and expect to go to 20. The cars are being built for them by Ortnor Freight Car Company at Cincinnati.

"Food Fair Stores have acquired 20 cars of this type. And other companies are showing deep interest.

"You're going to see a lot of steer palaces moving on the rails."



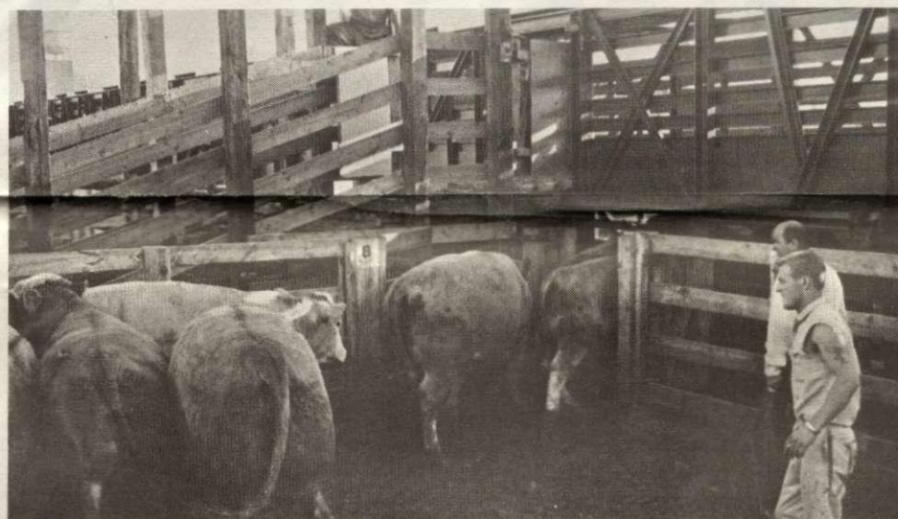
At Philadelphia, Conductor Thomas McGuire starts unloaded cars back to Chicago.



At Chicago Stockyard, Brakeman George Banks guides a car to loading dock.



Engineman Don Alm relays instructions to George Banks and Samuel Deliberto.



Loaders herd steers into the lower level of new Steer Palaces for their trip to East.

Penn Central Man at Work IN COW COUNTRY



His office is in a stockyard. That's where you'll find John Lehew—on top of the action.

"It has to be that way," Mr. Lehew says, "because one of the main features of the livestock business is speed.

"The men who buy the livestock start their activities at 8 A.M. and finish up each day by 1 P.M. Then it's our job to load the livestock into boxcars and get them moving out the same day."

John Lehew is Penn Central's freight agent at the Chicago Union Stockyard. His office is in the stockyard building. His walking beat is the stock pens and rail sidings of the huge, sprawling yard.

Each morning he checks the number of cattle up for sale, checks with the shippers on what they anticipate buying, and figures out the probable number of cars that will be needed to haul the cattle to Eastern markets.

By the time the empty cars arrive, he has worked out a loading schedule. This is based on the temperature, humidity and wind reports.

"If it's hot and muggy," he explains, "you don't want to load the cattle into cars any sooner than you have to. It cuts losses if you keep them out in the air and spray them with water, and postpone loading till the last minute. But if it's a cool, breezy day, you can load them earlier."

After the schedule is set, he spends the rest of the day keeping track of the cars, watching the loading, ready to make changes in the schedule if there's a change in the car requirements or an unexpected change in the weather.

Fellow employees call Mr. Lehew the "livestock tycoon," and once in a while he accedes to the image by wearing a wide-brimmed Stetson.

"It's white," he points out, "because I'm one of the good guys."

Mr. Lehew, a native of Ohio, learned everything he knows about cattle while working on the Railroad. He served as a PRR traveling freight agent in southern Ohio, and then as System livestock agent in Indiana, before being assigned to Chicago 12 years ago.

PENN CENTRAL POST

6 PENN CENTER PLAZA
PHILADELPHIA, PA. 19104

Our new cars
help your new
car get to you...
by the modern
rail way...



At savings you like— for the kind of living you like.

Up to 1800 automobiles in a single train... from assembly plant to distribution point! Volume hauling in our special-design rack cars is one reason why your new car costs many dollars less than it might otherwise. □ We're constantly improving. That's why average rail freight charges are lower than they were ten years ago. □ In just one more generation there'll be 300 million Americans—50% more people requiring more production of everything... and more good transportation. □ Dependence on railroads will grow and grow. And railroads will be ready for hauling the things you like... for the kind of living you like.



ASSOCIATION OF

American Railroads



GROW, GROW
BY THE RAIL WAY