

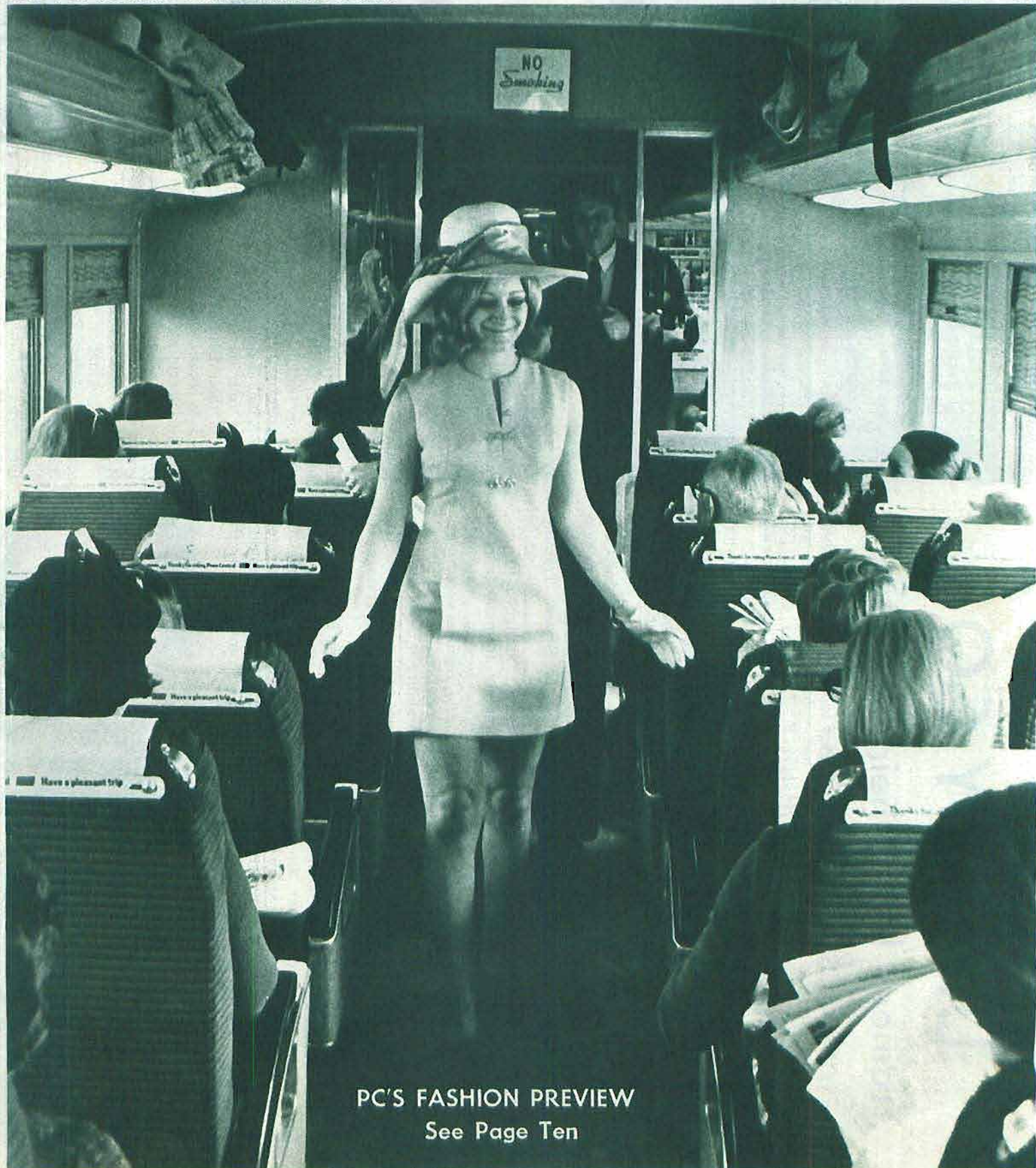
**PENN CENTRAL**



**POST<sup>®</sup>**

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

MAY 1970



PC'S FASHION PREVIEW

See Page Ten



# Message to companies seeking new plant sites: Call the man from Penn Central

You're a businessman. You want to build a new plant. But you don't know where.

You know you want a location with good transportation. Solid ground to build on. Skilled workers to hire. Electric power, water and sewage facilities. Reasonable taxes. A community that will welcome and assist a new industry.

How are you going to find the lo-

cation that's just right for you?

**Call the man from Penn Central.**

The Industrial Development man.

He'll supply all the information you need.

**Free.**

He'll provide aerial photos. He'll take you to the site. He'll make necessary contacts. He'll help you obtain needed utilities. He'll help you on zoning matters. He may even help you obtain financing.

**All without charge.**

Why will Penn Central go to all this effort and expense?

"Our purpose is very selfish," says Vincent J. Floyd, director of industrial development at Philadelphia.

"We want to establish new industries along our tracks. Industries that will give us freight to haul.

**"As a railroad, we must constantly build future traffic. That's our only security.**

"If we didn't keep a constant flow of new business coming our way, we'd become a has-been.

**"So when we help a new industry get established, we're helping ourselves—helping all the men and women who earn their living on the railroad."**

"We're also helping every commu-



Supervisor E. C. Molengraft, Jr., charts locations of plant sites in PC's "inventory."



Analyst N. G. Yespelkis makes graphs of

supply facts and contacts.

"All this land is in rail-served locations in 16 states."

During 1969, PC's Industrial Development men placed an average of **two new or expanded plants per day** on the Penn Central lines.

The 1970 goal: **Three per day.**

"And we're well on our way," says Mr. Teichman.

Here are a few 1970 examples of new plants or plant expansions.

**Columbia City, Md.:** General Electric Company, appliance manufacturing center.

**Indianapolis, Ind.:** National Tea's Standard Grocery Division, distribution warehouse.

**Ecorse, Mich.:** Great Lakes Steel Company, new electric furnace.

**Congo, West Va.:** Quaker State

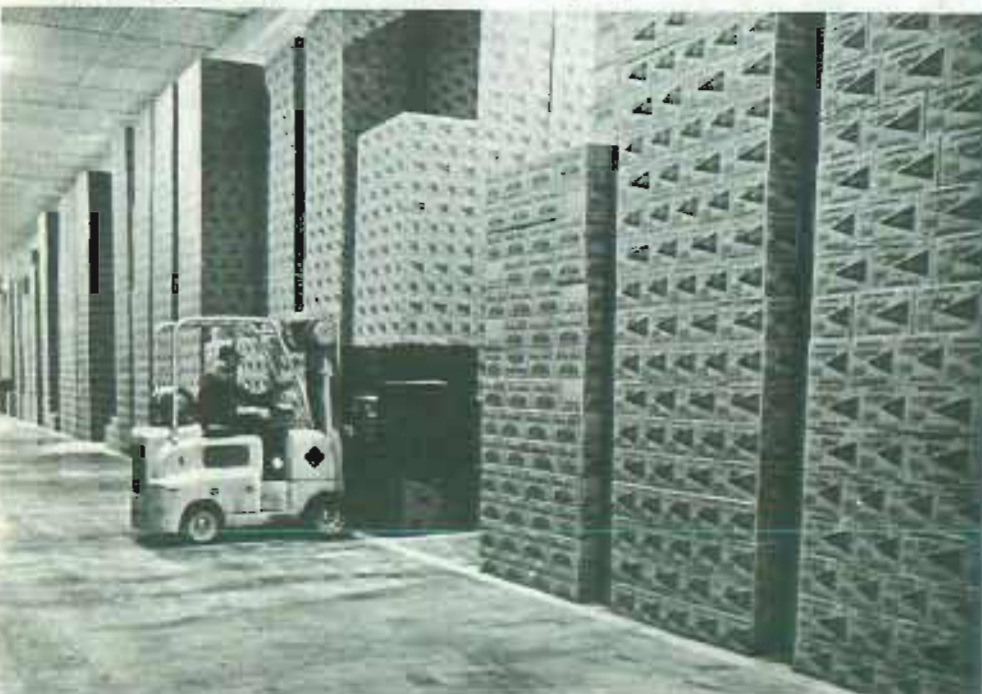




Industrial development officials—V. J. Floyd, director, and R. A. Teichman, manager, staff—discuss some new plant sites.



Indoor track serves the loading docks of huge new canned goods distribution center (below) of Libby, McNeill & Libby, in PC's Cal-Sag Industrial District, Alsip, Ill.



nity in which a new industry locates," added Otto W. Pongrace, director of industrial development at New York.

"The new industry means a source of taxes for schools and community improvements. It means new jobs. It means new people moving in, new homes to be built, new customers for local businesses."

In 1969, Penn Central's Industrial Development Department helped establish new or expanded plants in 260 cities and towns.

The companies involved will spend more than a half billion dollars for land, buildings and machinery.

A total of 34,000 new jobs will be created in the communities.

And there will be thousands of new carloads of freight for Penn Central people to handle.

"The men in our 12 Industrial Development offices across the System have done a great job in attracting these new industries," said Mr. Pongrace.

"We're confident that our road freight and yard men will do as great a job in serving these new customers."

Industrial activity in PC territories.

Here were some of the big developments of 1969:

**Woodbridge, N. J.:** New 485,000-square-foot distribution warehouse of Supermarkets General Corporation.

**Alsip, Ill.:** New distribution center for Libby, McNeill & Libby.

**Everett, Mass.:** Boston Market Terminal Company's new fruit and produce center.

**Moraine, Ohio:** New appliance distribution warehouse of GMC's Frigidaire Division.

**Detroit, Mich.:** Charter Warehouse Company's new facility.

**Oswego, N. Y.:** Alcan Aluminum Company's new cold rolling mill.

**Cleveland, Ohio:** Lederer Terminal Company's new warehouse.

**Hennepin, Ill.:** M. S. Kaplan Company's metal facility.

"Any company that's interested in a particular area of the territory we serve need only write or phone one of our 12 offices or our headquarters office at Six Penn Center, Philadelphia," says James T. Orsborn, manager of industrial development, technical services.

"We'll quickly send information on available land, plus an aerial photo showing rail lines, highways, and water, sewage and power lines."

The Industrial Development men have a lot of land to talk about, points out Richard A. Teichman, Jr., manager of industrial development, staff.

"There are the 18,391 acres of PC-owned land which we're ready to make available to new industries," he says.

"There are 300 industrial parks with a total of 53,340 acres, served by Penn Central tracks.

"And there are 219,953 acres belonging to private owners, for which our Industrial Development men can

Oil Company, new refinery.

**Selkirk, N. Y.:** Ralston Purina Company, feed blending mill.

**Toledo, Ohio:** Cartruck Packaging, freight consolidation center.

**Belle Haven, Va.:** Shore Fertilizer Company, fertilizer plant.

**Florence, N. J.:** Griffin Pipe Products Company, steel pipe plant.

**Buchanan, Mich.:** Buchanan Crops, Inc., grain and fertilizer plant.

**Amsterdam, N. Y.:** Coleco Industries, recreation equipment.

**Cleveland, Ohio:** Gold Medal Foods, warehouse and cold storage plant.

**Bucyrus, Ohio:** Timken Roller Bearing plant.

**Madison, Ohio:** Shoreline Industries, Inc., plastic film.

**Warsaw, Ind.:** Kinder Manufacturing Co., mobile home furniture.

**Brockton, Mass.:** Vulcan Corporation, plastic shoe lasts.

**Keybold, Del.:** Diamond Shamrock, plastics plant.

**Slatersville, R. I.:** Glas-Kraft, Inc., building and wrapping paper.

J. T. Orsborn, manager-technical services, and O. W. Pongrace, director of industrial development, study a sample of limestone drilled at a potential site.



2



# New station for Metroliner route

The train stopped at the new station. Off stepped John A. Volpe, U.S. Secretary of Transportation. After him came other Government officials, Penn Central officials, railroad suppliers, and newsmen.

They walked to an outdoor plat-

form, where several hundred persons had gathered.

Standing before the microphone, Mr. Volpe said: "This demonstrates what interested citizens working together with private industry and with government can accomplish."

It was the official opening of a new passenger station at a new location on Penn Central.

It's called Capital Beltway Station. It's at Lanham, Md., about 10 miles east of Washington, D. C., near the intersection of U. S. 50 and the Capital Beltway.

It gives residents of the populous Maryland suburbs easy access to Penn Central's Metroliners and other Northeast Corridor trains. There is a large parking lot for park-and-ride passengers.

Railroad people expect the station to develop an expanding potential for intermediate-distance travel.

Several agencies made the new station possible.

The State of Maryland provided the land, valued at \$500,000.

The Federal Government, through the Department of Transportation, provided approximately \$1,000,000



Arriving at the new station: Robert Coll, transportation specialist; John A. Volpe, Secretary of Transportation; Congressmen Samuel N. Friedel and Gilbert Gude, Md.



The new station is named after the Federal highway that rings metropolitan Washington.

for the track and signal work, platforms, tunnel and station building.

Prince George's County spent an estimated \$150,000 for the parking lot, access road, lighting and fencing. The county will operate and maintain the parking lot and access road, including lighting, and 24-hour-a-day watchman service. The parking area can hold 200 autos, and can be expanded, if patronage warrants, to hold 1000 autos.

Penn Central will provide ticket sales, train information and reservation services, and will be responsible for maintenance of the platforms and the under-track pedestrian tunnel.

The Department of Transportation has entered into 6-month demonstration contracts with Greyhound Lines and D. C. Transit to provide

liner service, which started on January 16, 1969. In addition to acquiring the 50 Metroliner cars, the Railroad installed hundreds of miles of new welded rail, upgraded the roadbed, redesigned and replaced overhead electric power lines, built high-level platforms for quick loading and unloading at three stations, and made other station improvements.

The Federal Government has committed itself to contribute about \$11,500,000 to the program.







Secretary Volpe addresses the crowd at the dedication of the new passenger station.

## New station for Greenwich

**B**ig smiles and a ribbon-cutting marked the opening of a new glass-fronted station at Greenwich, Conn.

The station, which occupies 8550 square feet of a new two-story air-conditioned building, includes a waiting room and baggage room and is tailored for efficient service to the commuting public.

The building is part of a new de-

velopment called Greenwich Plaza. The old station was torn down, and the station site and adjacent ground was made available to the developers, as part of Penn Central's program of making more productive use of station areas.

Harry Ashforth, Jr., president of Greenwich Plaza, Inc., the development company, said, "I am happy to participate in today's ceremonies.

bus service between the station and Annapolis and Rockville, Md.

The station consists of two high-level platforms, 850 feet long, and a 40-by-24-foot, prefabricated steel building with booths for bus and train tickets.

A similar new station and parking area is under construction about 14 miles south of Newark, N. J., where Penn Central's main line crosses over the Garden State Parkway.

So far, Penn Central has invested about \$57,000,000 to provide Metro-

The station is part of the third of three buildings which form the Greenwich Plaza complex.

"When the building is completed in May, it will include a variety of shops, a restaurant, a bank and a theater. This building will complete the Greenwich Plaza project; the office buildings already are occupied. This complex will, we feel, rejuvenate the area and lead to other improvements."

James M. Loconoto, general-manager-operation of Penn Central's new Metropolitan Region, said, "Penn Central is happy to cooperate in this development, which means so much to our passengers and to Greenwich business interests.

"The complex is an outstanding example of the benefits all can derive from a truly cooperative effort."

Several Penn Central people had a hand in the project.

Advising the developer on design matters were Albert E. Caywood, assistant chief engineer-special projects; Edward N. Chapin, regional engineer-design and construction; and Thomas F. Doherty, engineering inspector.

Controlling train movements through the construction site and assuring the safety of construction workers and the traveling public



Conductor D. A. Ricigliano serves Mrs. J. H. Lutz, first to use the new station.



Opening new station: W. R. Lynch, of Cummings & Lockwood, legal firm; Henry Ashforth, developer; PC's James M. Loconoto; T. H. Anderson, former bldg. commissioner.

were the responsibilities of Trainmaster Albin W. Olsson.

"I was assisted by Conductor James V. Jones and Trainman Patrick W. Ward, who did a great job in helping make this a safe, smooth operation," Trainmaster Olsson said.

"Praise is also in order for Agent William P. Joyce and Ticket Clerks Anthony J. Catalano and Frederick A. McChesney. During the construction, they were shifted to temporary quarters again and again, but they continued to provide cheerful, efficient service and kept the public informed of what was going on."





## New look for Harmon

The Penn Central station at Harmon, N.Y., is getting a face-lifting.

"We'll call it Exhibit A in our program to clean up and spruce up our Metropolitan Region facilities," said Edward P. Frasher, vice president of the new Penn Central region, which specializes in passenger service.

The improvements include:  
Painting inside and out.  
Improved lighting.  
Paneling of waiting room walls.

Installation of baseboard heat.

Removal of old benches and installation of contoured, colored-plastic individual seats.

"When the work is completed, the station not only will be pleasing to the eyes, but also will provide more room for passengers," Mr. Frasher said.

"However, with our improved on-time performance, passengers may enjoy the waiting-room more but use it less."



Fixing up the station at Harmon, N.Y., Carpenters Charles Scales and Tom Conway put on new wall panels, and Painter Hector Serafini brightens up the surroundings.

## Fixing up after the vandals

The problem of vandalism, afflicting many buildings used by the public, is sadly exemplified in the Philadelphia area.

In the first three months of 1970, Penn Central people have had to replace 228 window panes and 18 doors in stations damaged by vandals.

In addition, 1081 commuter-train windows, shattered by vandals, have been replaced.

"It's scandalous!" exclaimed Harry R. Reisert, Penn Central carpenter, replacing windows at the station in Bristol, Pa., north of Philadelphia.

"We put a new door on this station, and a month later it was torn down," added Joseph Lamberti, carpenter foreman. "And we have to come back about once a week to replace glass."



Joseph Lamberti and Harry Reisert replace windows broken by vandals.

At the Cheltenham Avenue commuter station in Philadelphia, Frank J. Geisz was painting the frame of a newly installed window.

"Four windows were replaced yesterday—and today six more have to be replaced," he said. "I've been on the Railroad thirty years, and I don't remember anything like this."

Edward G. Smith painting the interior, shook his head at the obscenities scrawled on the walls. "It takes three coats of paint to cover it up," he said.

"Vandalism has increased so much, you just can't measure it. And it seems to be getting worse every day."



E. G. Smith has to put on 3 coats to cover the scribbings of vandals.

# VOLTS AND VOTES



So who better to handle it than an electrician?

Perhaps that was the thought of voters in Wicomico County, Maryland, when they elected Joseph J. Long to the State Legislature.

Mr. Long is now finishing his second four-year term. He also has 23 years of service as a maintenance-of-way electrician on Penn Central.

He started dabbling in Democratic politics about the same time that he went to work for the Railroad.

"Both jobs are alike in that you have to get along with people to get the work done," explained Mr. Long.

"I like people, so I have no trouble. I like to work with them, and do things to improve my community."

Mr. Long became active in community service when he returned home from the Air Force after World War II. He had been a line chief in charge of squadron maintenance.

Soon he was in charge of Little League and Pony League baseball players, junior football players and Boy Scouts.

With the encouragement of his father, J. Frank Long, a former railroad conductor, he campaigned for

Joe Long stands to address Legislature.



He was elected to City Council in Salisbury, Md.

He served four years before seeking statewide office. He was elected to the Legislature in 1962 and was reelected in 1966.

He has served on the Labor, Agriculture and Natural Resources committees, and is now chairman of the important Labor and Management Sub-Committee.

"Climbing poles and working on electrical lines keeps me in physical and mental shape for the work I have to do in the Legislature," the muscular Mr. Long said. "Then, too, I was an athlete in high school and still work out with the kids in my back yard."

"They call me Big Joe. That's to differentiate between me and my son, Joseph, Jr., who's a trainman on the Chesapeake Division."

"When the Legislature is in session the Railroad gives me a leave of absence. I get home only on weekends. There's a lot of work to be done on labor bills, air pollution control and unemployment insurance."

How does his wife Mabel feel about all this?

"She's been real good about it," Mr. Long said. "She doesn't com-



Mr. Long has been working as an electrician on the Railroad for 23 years.



Mr. Long is chairman of Labor and Management Sub-Committee, House of Delegates.

plain, but then she's pretty busy herself in the Democratic Party in our home town of Salisbury.

"I hope she'll be working in my campaign when I run for reelection this year. That'll give us some extra time together."



The pretty miss is a legislative page, carrying papers between the many offices.



Mr. Long leads legislators in prayer with Thomas H. Lowe, the Speaker of the House.



# OPEN LINE

REPORTS FROM ALL OVER

**Two regions consolidated**—Penn Central's Northeastern and New Haven regions are combining to form a new Northeastern Region, with headquarters at New Haven, Conn. This step, effective May 1, is in line with streamlining the administrative organization of the railroad. This reduces the number of operating regions to six. There were nine at the time of the merger.

"By consolidating management activities, Penn Central will be able to perform its services more efficiently," said Robert G. Flannery, executive vice president. "The actual day-to-day rail operations will remain the responsibility of the division staffs, and no change in present division offices is contemplated."

John M. McGuigan will head the new region.

**Supplemental pensions**—President Nixon has signed a bill making permanent the supplemental annuity system that began four years ago on a temporary basis. The cost of the annuities is borne by the railroad companies; employees do not contribute. The companies pay a tax, currently two cents for each man-hour of employment, to finance the program.

Retirements since the program began have exceeded estimates by about 30 per cent. This has caused a shortage of funds to pay these supplemental pensions, and checks are overdue for some 60,000 retired employees. The new bill authorizes the Railroad Retirement Board to transfer money to the supplemental account for the overdue payments.

The new measure provides that active employees who reach 68 years of age before the end of this year must retire on or before January 31, 1971, or forfeit their supplemental annuity. The age limit is reduced yearly until January 1, 1974, when employees must retire in the month following the month of their 65th birthday or lose the supplemental annuity.

**Commuter cars**—Car manufacturers are being asked to bid on 144 new commuter cars to serve passengers between New Haven and New York. The request for bid was put out by the Metropolitan Transportation Authority of New York and the Connecticut Transportation

**Railroad finances**—Almost a third of America's 74 major railroads went through 1969 without earnings—instead, wound up with a net loss. In the deficit column were 14 Eastern railroads, including Penn Central; one Southern railroad, and six Western railroads.

The industry as a whole had the lowest earnings since 1961. The rate of return on net investment fell to 2.3 per cent. Net ordinary income, which includes income from sources other than railroading, dropped more than 10 per cent.

**Pay by mail**—Metroliner riders can now get their tickets through the mail. They simply phone or write in for reservations, giving their address and phone number so they can be contacted if the requested space is not available and alternative space can be offered. The tickets are mailed to the customer, who sends a check or money order.

Mail requests are restricted to a 100-mile radius of Metroliner cities, and must be submitted at least five days in advance to assure mail delivery of tickets prior to train departure.

**Freight rates**—America's railroads are asking the Interstate Commerce Commission to approve a six per cent increase in freight rates beginning June 2. Officials of 28 railroads have filed statements stressing the urgent need for the additional revenue.

Speaking for Penn Central, James A. McDonald, executive vice president, pointed out that the Railroad went through 1968 and 1969 with a net loss despite receiving many millions of dollars of income from sources other than railroad operations.

C. E. Crippen, president of the Milwaukee, said that even if the six per cent increase is put into effect on June 2, his railroad expects a \$9 million deficit in 1970.

Jervis Langdon, Jr., chairman of the Rock Island, said that in his railroad's case "there is a real threat to its solvency, and without more revenue the battle to survive may be lost."

J. P. Fishwick, chairman of the Erie Lackawanna said,



That big boy on the left is Mike McCoy, All-American footballer from Notre Dame. At right is Raymond J. Broderick, Lieutenant Governor of Pennsylvania, presenting Mike with a trophy from the Penn Central Family Club of Harrisburg, Pa.

This was one of the features of the Family Club's annual Sports Dinner.

In the photo below, Robert F. Lawson (right), general manager of Penn Central's Eastern Region, presents a trophy to Mickey Minnich, of John Harris High School, as the outstanding Central Pennsylvania League football coach.

Trophies also were presented to 11 other notable sports figures. Present as guests were stars of big league baseball and football.



tion Authority. These two State agencies are arranging to assume responsibility for commuter service in this area. Penn Central would provide the transportation service on a fee basis.

**More commuter cars**—The Federal Government has granted \$21 million to the Southeastern Pennsylvania Transportation Authority for the purchase of 144 commuter cars to serve passengers in the Philadelphia area. The Federal funds are supposed to cover half the cost of 144 Silverliner cars.

An additional \$21 million is to be provided by the City of Philadelphia, the State of Pennsylvania, four counties surrounding Philadelphia, the Penn Central Transportation Company, and the Reading Railroad.

The manufacturer is to be chosen by competitive bidding. Penn Central is due to operate 130 of the cars, and the Reading, 14. Penn Central will contribute \$4,424,000 toward the purchase.

"The new cars, with the present 63 Silverliners, will provide Penn Central commuters a total of 193 stainless steel, air-conditioned cars," said A. Paul Funkhouser, senior vice president-passenger service.

"This will enable us to provide more reliable service, improve rush hour schedules, and generally make commuting more comfortable."

**Canada on top**—Early returns in the 1970 safety contest show the Canada Division leading the System's 25 divisions with a perfect safety record—not a single lost-time injury. The other divisions among the Top Ten were, in order: Harrisburg, Pittsburgh, Chesapeake, St. Louis, New Haven, Buffalo, Cincinnati, Columbus, and Allegheny.

**Active Ashtabula**—Penn Central handled a total of 9.8 million tons of coal and ore last year at its Lake Erie dock facilities in Ashtabula, Ohio. The new coal dock alone, completing its first full shipping season, unloaded more than 3½ million tons of coal from freight cars, putting it directly into lake ships or into ground storage.

Ground storage of coal continued through the winter to assure an adequate supply for prompt delivery when the lake navigation season opened last month. More than a million tons of coal were piled up, ready to be loaded into ships.

increase in freight rates if we are to remain a viable link in the transportation system of the nation."

John W. Barriger, president of the Missouri-Kansas-Texas, pointed out that two Class I railroads were forced into bankruptcy during the 1960's, and warned the Commission: "The deficits now being incurred by many railroads will be the prelude to their bankruptcies if the losses are prolonged."

John F. Nash, president of the Lehigh Valley, a Penn Central subsidiary, reported that the net loss on the railroad "is steadily increasing in spite of all measures taken for economy." He stated that his company "could not meet its current obligations and would be forced into bankruptcy if the Penn Central Transportation Company were to discontinue the financial support it is currently rendering."

**Passenger discontinuance**—The Interstate Commerce Commission has ordered Penn Central to delay for four months the proposed discontinuance of 34 long-distance passenger trains operating west of Buffalo, N. Y., and Harrisburg, Pa.

The Railroad's plan, announced on March 10, had set April 15 as the effective date. The Railroad had cited declining patronage and rising deficits as the compelling reasons.

During the four-month delay, the Interstate Commerce Commission will investigate the merits of the Railroad's proposal.

**Transportation Week**—President Nixon designated the week beginning May 10 as National Transportation Week, and Friday, May 15, as National Defense Transportation Day.

In his proclamation, the President noted that "the story of America's growth is in large part the story of her growing transportation systems."

The field of transportation today "accounts for approximately 20 per cent of this nation's gross national product and employs more than ten million persons," he said.

"Yet we know, as we enter a new decade, that the growth of our transportation systems is just beginning."

"This growth must be carefully planned and intelligently directed—both our economic prosperity and our military security will depend on it. And so will the quality of life in our country."

in the audience were about 1500 people—Railroaders and guests.

The Harrisburg Family Club's annual sports dinners are a big thing—always have been since they were started at Harrisburg 16 years ago.

The man chiefly responsible is Walter F. Beshore. He was stationmaster at the Harrisburg passenger station when he arranged the first sports dinner, and he is continuing to stage-manage this popular event today as passenger trainmaster.



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# Turbo train's first birthday

It started as a smooth purr that built to a high hum.

And it's still humming.

That's Penn Central's Turboservice between Boston and New York.

Over 80,000 people have enjoyed the service during its first year. It started April 8, 1969.

Key ingredient of the service is the Turbo train—part train, part plane. The hum of its gas turbine engines was an entirely new sound to Penn Central railroaders.

Trainman Frank W. Hartwell has been working on the train for about six months. "This is a real comfortable train to ride," he stated. "And the people like it."

"We run with a near capacity load of passengers every day. These are mostly airline-type people. They like sitting in the domes."

There is a dome car and power unit at each end. The train never has to be turned; it can be operated from either end. The seats are raised above the power units.

These domes are designed to blend with the smooth outer skin of

the Turbo train. The skin is made of heavy-gauge aluminum and contoured to minimize air drag.

The Turbo train is powered by six gas turbine engines similar to those used in aircraft. Each engine weighs only 300 pounds and produces 400 horsepower.

Five of these supply power directly to the wheels. The sixth produces electricity for lighting, heating and air-conditioning.

The train also has contact "shoes," enabling it to use third-rail electric current on the few miles of its run in and out of Manhattan and Grand Central Terminal.

In test runs, the Turbo train has hit 170 miles an hour. In Turboservice, however, it is being held to a maximum of 100 miles an hour because of signaling and right-of-way conditions, curves and numerous grade crossings.

During its first year of service, this revolutionary new train was annulled on 23 trips and delayed on 20 others because of mechanical difficulties. However, Penn Central people have confidence in the equipment.

"This service has definite potential," stated William H. Tucker, Penn Central vice president-New England. "We've been very encouraged by the results of this first year."

"We're working on plans now to develop the train's potential to the utmost. A lot, however, will depend on the U. S. Department of Transportation."



Passengers on Turbo's birthday got free coffee and cake from Joan Melillo, and Janet Fusco, Attendant Jack Johnson, Steward Walter Thoresen, Supervisor O. G. Honley.



Maron M. Lumpkin serves some lady passengers in the dome observation lounge.



Conductor F. J. Lesocky collects fares. An opinion survey showed 62 percent of the Turbo passengers said they would go Turbo on their next Boston-New York trip.

230 miles, in three hours and 39 minutes







George J. Warner operates the snack bar. A recent poll showed more than 90% of passengers rate the Turbo good or excellent in attractiveness, cleanliness, seat comfort, lighting and employee courtesy.



Passengers in the dome watch Engineman F. W. Hartwell. The Turbo trains have an on-time performance of nearly 90 percent.



Turbo train cruises at 100 miles per hour, but has hit 170 in experimental runs.

Penn Central has two Turbo trains in its Turboservice. One is in daily operation between Boston and New York. The other is held in reserve, but is used sometimes on special trips during holiday periods.

Both trains are owned by United Aircraft Corporation, the builder. They're leased to the U. S. Department of Transportation which has contracted with Penn Central to operate them.

Each three-car Turbo train seats 144 passengers. The interiors are designed in airline style, with carpeting, draperies, indirect lighting and individually controlled reading lights.

Each seat, except in the domes, has a fold-down table for dining or paperwork. An airline-type galley provides food service.

"I hope we can make this service permanent," said Conductor Frank J. Lesocky. "The people really like it. If we could take 15 minutes off the running time and add another car, we could really do a job."

The Turbo train makes the trip from Back Bay Station, Boston, to Grand Central Terminal, New York,

"I like this train very much," said Engineman Melborne C. Preston. "It's a lot easier to handle than any of the others. I've been working on it nearly all the time it's been in service."

As the second year of the demonstration project begins, Turboservice is still an experiment. Penn Central wants to find out how many people will ride the train and if it can be operated and maintained at a reasonable cost.

If it proves out, this new conception in rail travel could be one of the answers for attracting people back to the rails.



"Bet you'd never guess his Dad's an engineman!"

## Stormy weather phone calls

Airline troubles sent people to the railroads last month.

Air travel was hampered by a labor dispute involving the air traffic controllers and by an unusual flurry of winter-type weather.

As a result, Penn Central's ticket, reservation and information personnel were swamped with calls from people who rarely or never use trains.



W. R. Johnson, Wallace Kotik and Mary Mersinger handle phone deluge.

The unusual volume of calls was concentrated at Penn Central points on the Eastern Seaboard, but also affected Pittsburgh, Indianapolis, Chicago and other cities.

A. Paul Funkhouser, senior vice president-passenger service, asked callers to be patient, particularly during peak hours.

"We are receiving calls at a rate far exceeding the capacity of our ticket and information systems, despite the fact that we nearly doubled these facilities in 1969," he said.

"Penn Central's employees are working overtime, additional forces have been assigned, and every effort is being made to meet the additional demand.

"Frankly," he added, "it is ironic, but the current telephone crisis we face is related to the continual decline in rail travel. People regard train travel as a standby service when they cannot use the airlines."



# THE RAILROAD

## Problems Plans Progress

*Stuart T. Saunders, Penn Central's Chairman, recently went to Boston to address the Traffic Club of New England. His message, though directed to New Englanders, covered matters of interest and importance to all parts of the Penn Central family. Here are significant portions of his address:*

Since our Penn Central merger became effective two years ago, we have completed a number of major unification projects.

We have combined 33 key terminals, built three large electronic yards and enlarged seven others, improved our maintenance shops, and introduced new and better traffic patterns.



Electronic yard at Columbus is one of three new ones.

Our 1969 capital expenditures were 20 per cent of the railroad industry total, with heavy emphasis on new locomotives and specialized freight cars.



PC realty and other interests subsidize the Railroad.

In this connection, I would like to express to our shippers our appreciation for your patience and for the business which you have given us during this very difficult period.

It has been said that our diversification program shows our desire to get out of the railroad business and that we are pursuing diversification at the expense of our railroad operations. Here again, just the opposite is true.

We have never taken a penny out of Penn Central's railroad operations for any diversification project. The truth is that our diversified subsidiaries have for years subsidized our railroad. In 1969 alone, our non-railroad subsidiaries contributed \$137 million to our rail operations.

As difficult as our merger problems have been, and still are, they are overshadowed by the problems which our passenger service creates. Last year, on a fully allocated basis, our railroad lost over \$100 million in these operations.

Penn Central is in the unfortunate position of having by far the largest portion of the biggest

Connecticut and Rhode Island has helped us to keep our intercity passenger trains operating. In cooperation with the U. S. Department of Transportation and the United Aircraft Corporation, we began experimental Turbo train service between New York and Boston, and we expect to continue to test its feasibility.

Penn Central's commuter lines assume new importance in Massachusetts Governor Sargent's "Balanced Transportation Development Program" which gives priority to expanding and improving the mass transit system rather than building new highways.

The Governor's Task Force on Transportation quite accurately pinpointed the problem in its finding that "transit investment and service development have been grossly neglected as a result of Federal emphasis on highway construction to support the private automobile."



Federal highway program has caused a huge expansion of auto traffic, to the detriment of the railroads.

On the West End of our main passenger line, we have signed a memorandum of intent with the Connecticut Transportation Authority and



12  
Our problems in implementing this merger, as well as the New Haven inclusion, have been unbelievably complex and formidable. Most people have no conception of the magnitude and scope of the physical and organizational problems involved in dovetailing these three companies into a workable and efficient organization.

While we have made progress, we still have a long way to go. There are many problems yet to be solved, and these have been compounded by the slowdown in the nation's economy over the past several months which has meant less traffic for us, and by an unprecedented period of inflation.

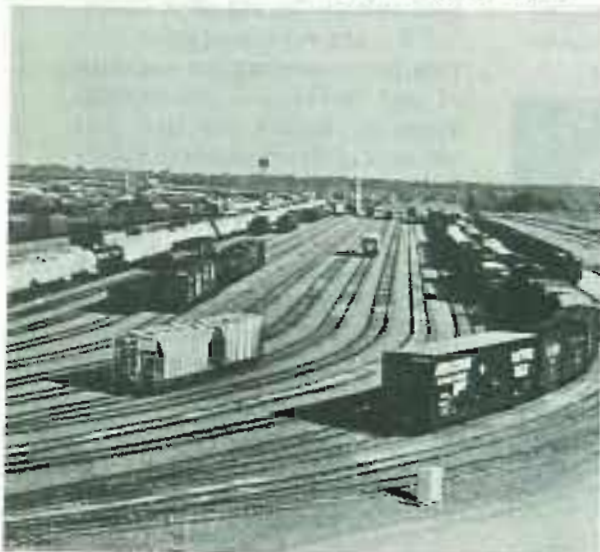
Interest charges alone cost the Penn Central \$34.8 million more in 1969 than in 1968.

All of these factors have played a part in our inability to give our patrons the type of service that they want and to which they are entitled.

Nothing concerns us more than our failure to give first-class service both to passengers and freight shippers.

Our prime objective is to improve our service.

We are unalterably committed to staying in the railroad business. We have more than \$3 billion invested in transportation facilities and we are more eager than anyone else to make them profitable and to make our service satisfactory.



The Railroad has over \$3 billion in operating facilities.

money-losing business in this country. We have more than 35 per cent of the nation's railroad passenger service and nearly two-thirds of it in the East.

As you know, we received the New Haven in a badly run-down condition, as a result of two long periods of bankruptcy. In order to improve it, we initiated programs of locomotive repair, passenger car renovation, freight car upgrading and road rehabilitation. We spent \$17 million for these projects in 1969 and we have budgeted another \$18 million for this year.

Our new yard at Selkirk, N.Y., has become the pivotal point for single-line service connecting New England with the Midwestern, the Western and the Southern gateways. We have made a number of other changes, such as joining our trunk lines at Jersey City in December to give New England-to-Florida service without floating cars across New York harbor.



Trailer is taken off one of the new TrailVan trains.

We have inaugurated several high-speed freight trains, including some that are devoted exclusively to TrailVan service. The New Haven area has been tied in with our system-wide communications and computer network, and we have consolidated our freight sales offices and other administrative functions.

In order to provide stronger managerial direction our Regional General Manager, with headquarters in New Haven, now supervises all of our freight operations in New England.

Assistance from the states of Massachusetts,

the New York Metropolitan Transportation Authority for complete modernization of commuter service between New Haven and Manhattan. This will involve a total expenditure of \$104 million.

We are anxious to put this program into effect at the earliest possible moment so that orders can be placed for 144 new high-speed, air-conditioned cars and improvement of track and stations can begin. The sooner final agreement can be reached, the quicker this rehabilitation job can be done.

We are working jointly with Governor Rockefeller, the New York State Department of Transportation and the MTA on an emergency program to improve our commuter service into Grand Central Terminal.

The current crisis in railroad passenger transportation should not surprise anyone. It has been obvious for 20 years or more that this was bound to happen under public policies that over-emphasized highway construction and neglected the potential of railroads for mass transportation in highly urbanized areas.

For years, the three railroads that comprise the Penn Central system warned that this service was deteriorating while the need for it was growing. Not even the bankruptcy of the New Haven and commuter-oriented lines such as the Long Island and the Central of New Jersey were enough to dispel public apathy towards long-standing railroad problems.

The nation's railroads—and Penn Central in particular—no longer have the resources to maintain satisfactory passenger service. If the public wants to get first-class service again, it must insist that its governmental officials give a much higher priority to assisting the railroads than they have done heretofore.

The best solution to this problem lies in a partnership approach between government and private enterprise. For a number of years, Penn Central has worked closely with governmental authorities at every level to initiate and expand programs of public support. In New England, the states of Massachusetts, Connecticut and Rhode Island provided \$1.6 million in aid during 1969.



As much as we need and appreciate this aid, it is miniscule compared with the hundreds of millions of dollars poured every year into highways.

For 1970, we have submitted to these states a further interim program involving continued financial assistance and some restructuring of service to provide maximum use of the most essential trains.

**Intercity passenger service on all railroads requires a much greater Federal commitment than is available under present legislation.** The railroads are trying to impress the urgency of this need on Congress and the Administration.

Public assistance is the key to better commuter operations, and one of the ways in which concerned commuter groups could get the results they want would be to advocate more aid for this public service.

We are stepping up our efforts to provide cleaner cars with better on-time performance.

We have announced formation of a new passenger service organization with full responsibility for operating our passenger service between New Haven and New York, as well as over all other lines into Grand Central Terminal in Manhattan.

With regard to our intercity service between Boston, New York and Washington, we have begun a concentrated drive to upgrade and improve the 10 trains which carry the heaviest passenger loads. Four of these—two in each direction—operate daily between New York and Boston, and six, the Colonial, the Senator and the Patriot, are in service both ways between Boston and Washington. We have assigned recently overhauled and refurbished equipment to exclusive use on these trains.

**"All of these other forms of transportation directly or indirectly are subsidized. Meanwhile the railroad has to maintain the tracks, roadbed and other facilities."**

In view of disadvantages such as these, there must be more realistic ways of correcting this inequity. The Interstate Commerce Commission took cognizance of this necessity in its New Haven inclusion order, when it stated:

"Part of the burden falling to Penn Central consists of its carrier obligation to sustain essential service in the New Haven territory. Since we find that operations involved are likely to be at a continuing deficit, there is a concomitant obligation on the part of state and local governments to help sustain the service."

**The impact of State and local property taxes on railroads is far greater than it is on motor and air carriers.** A recent Brookings Institution study shows that property taxes account for nearly 3.5 per cent of rail operating revenues, but only four-tenths of one per cent for motor carriers and two-tenths of one per cent for air carriers.



Railroads must pay nearly 3.5 percent of their revenue for property taxes; truckers, only 4/10ths of 1 percent.

Railroad tax relief is an issue entirely separate from the passenger service problem. It is fundamental to our ability to sustain the freight service which is so essential to New England industry.

**Tax relief is the very minimum action that the States can take to help us do this job.**

## Elsewhere on Penn Central

**M**r. Saunders' speech, made with special reference to New England, did not cover many projects in other parts of the railroad.

Here are some examples of such projects already underway or planned for 1970:

**Cleveland, Ohio:** Installation of reverse signaling between Drawbridge and Collinwood Yard to permit this territory to handle increased traffic.

**Cleveland-Toledo:** New connection at Harvard Ave., Cleveland, track upgrading in the Cleveland, Toledo and Monroe areas, signal changes on the Toledo Branch, and a connection at Monroe, Mich. This will permit operation of unit coal trains between West Virginia and the Detroit Edison plant at Monroe, and permit rerouting of other traffic at Cleveland.

**East St. Louis, Ill:** Connection between PC and the A&S Railroad at Rose Lake Yard to permit direct delivery of interchange trains and reduce yard congestion. Also enlargement of U. S. Mail facility and addition of parking facilities for TrailVan operations.

**Cincinnati-Columbus route:** This project includes centralized train control and will permit more efficient routing of traffic.

**Chicago:** Track changes and signalling improvements between Lake Junction and Englewood. Completion of a double track interlocked connection to the Rock Island at Englewood, permitting the entire LaSalle Street Station operation to be consolidated with Chicago Union Station for greater efficiency.

**Indianapolis, Ind.:** Installation of remote control yard switches at the Hawthorne Yard.

**Youngstown, Ohio:** New Graham connection will permit operating trains between the E&A Branch and the LE&E Railroad, and will make possible more efficient road train operations.

**Elkhart, Ind.:** Construction of an additional lead to the eastbound departure yard.







Refurbished equipment has been assigned to 10 trains.

**Penn Central inherited the New Haven's deficit freight operations.** The deterioration of its freight equipment and facilities is only one of many causes of this deficit.

The New Haven is a terminal railroad for about three-fourths of its traffic, with abnormally high costs for switching, short hauls and handling empty cars. **More than half the cars which bring low-revenue commodities into New England have to be returned empty.**

Industry which is now predominantly light manufacturing in nature receives raw materials by rail, but distributes most of its finished products by highway or air. As a result, every major city in our New Haven Region has more inbound rail freight than outbound. Moreover, interstate highways and suburban beltways have drawn industry away from rail lines.

As Judge Robert Anderson, who is in charge of the New Haven reorganization for the Federal Court, pointed out:

**"A train proceeding from New York to Boston has truck competition on one side, seaborne competition on the other and air competition overhead.**



Airlines benefit from large amounts of Federal aid.

To a great extent, the fate of the railroads is in the hands of the Federal and state legislative and regulatory bodies. These agencies shape the policies by which we must manage our business.

**Penn Central, along with other railroads, wants to take every possible measure of self-help.** But every way we turn, we run into well-entrenched restrictions.

We are saddled with work rules which impede technological change.

We are criticized for broadening our base of earnings by diversification.

We are forbidden to become fully integrated transportation companies.

We are prevented from eliminating excess plant, taking off unused trains and changing operating patterns.

These are among the overriding reasons why we cannot move as fast as we would like in restoring the New Haven to first-rate operating condition.

**Nevertheless, in 1970 we will continue to improve this property.**

We cannot, however, carry out our plans without public cooperation and understanding, particularly on the regulatory and legislative levels.

**The railroads will regain their strength, in New England and in other sections of the country, only through cooperation between our industry and the Government to develop policies which will promote, rather than inhibit, the growth of the railroads.**



**Warren, Mich.:** Expansion of Sterling Yard to permit handling more traffic.

**Kankakee, Ill.:** Upgrading of West Kankakee Yard to handle increased traffic.

**Detroit, Mich.:** A connection at Ecorse Junction to permit direct movements between River Rouge and Lincoln Yard.

**Alliance, Ohio:** New connection to permit direct movement between the Fort Wayne and Cleveland lines.

**Warren, Ohio:** Raising of two overhead bridges to provide unrestricted route for high-cube boxcars.

**Williamsport, Pa.:** New connection to permit operating trains from Newberry Junction Yard directly to both the former PRR and NYC lines.

**North Bergen, N. J.:** Enlargement of TrailVan facilities.

**Columbus, Ohio:** New TrailVan facilities to consolidate all TrailVan operations for the Columbus area.

**Clearfield-Keating route:** Signalling improvements between Clearfield and Keating, Pa., to permit more efficient operation of coal trains from central Pennsylvania coal fields.

**Willow Run, Mich.:** Yard expansion to permit handling present traffic more efficiently and provide for future increased volume.

**Enola, Pa.:** Modernization of the diesel shop.





# NEW APPOINTMENTS

## SYSTEM OFFICES Executive Vice President— Traffic Department

Barrick, K. A.  
Asst. Manager-Coal & Ore Services  
Broome, E. A. Office Manager, Cincinnati  
Browning, C. F.  
Manager-TrailVan Sales, New York  
Collopy, N. J.  
Supervisor-Special Equipment, Cleveland  
Conley, G. F.  
Manager-Pricing Services, Cincinnati  
Cosmato, J. M.  
Sales Representative, Birmingham  
DuBree, B. J. Sales Analyst  
Flora, D. E. Sales Representative, Birmingham  
Gilliam, L. F.  
District Sales Manager, New Orleans  
Golubski, C. J. Office Manager, Cleveland  
Hurley, P. M. Sales Manager-Staff, Boston  
Hutchins, J. P.  
District Sales Manager, Birmingham  
Kelleher, J. H.  
Asst. Manager-TrailVan Sales, New York  
Kreyling, E. G., Jr.  
Executive Vice President (Traffic)  
Lohrding, R. C. Sales Representative, St. Louis  
Mancini, D. P. Data Control Analyst  
Petersen, H. Manager-Marketing Data Control  
Phillips, W. H. Office Manager, Omaha  
Pitman, R. B. Asst. Manager-TrailVan Sales  
Rathje, R. J. Sales Representative, New York  
Sesto, J. F., Jr. Sales Representative, St. Louis  
Smith, J. A. R., Jr.  
Division Sales Manager, Albany  
Steele, R. L. Sales Representative, Kansas City  
Tatnall, F. G., Jr. Manager-Pricing Staff  
Tucker, C. E. Office Manager, Atlanta  
Vaughn, C. R. Office Manager, Kansas City  
Wasiczko, M. N. Supvr-Tariff Administration

## Legal Department

Kaier, E. A.  
Vice President and General Counsel

## Claim Department

Ficker, E. L. Claim Agent, East St. Louis  
LeeMaster, R. B. Claim Agent, Toledo  
Smith, J. C. Claim Agent, Indianapolis

## Security Department

Meeker, W. F.  
Manager-Security Administration, System  
Palladino, D.  
Manager-Security Operations, System  
Phelan, J. A.  
Manager-Security Program Evaluation

## Systems Development Department

Boyer, C. H. Procedures Analyst  
Cifaldi, R. A. Training Supervisor  
Degnan, W. J. Systems Analyst  
Dick, D. E. Field Auditor  
Green, D. O. Assoc. Computer Analyst, Buffalo  
Lane, R. P. Assoc. Computer Analyst  
Mancini, J. J. Computer Analyst  
Martin, H. J. Field Auditor  
McCarthy, C. T. Assoc. Operations Analyst  
Powell, W. J. Assoc. Operations Analyst  
Shea, W. M. Assoc. Computer Analyst  
Young, J. M. Field Auditor

## WESTERN REGION

Schulenberg, J. W.  
Supervisor-Train Movement

## Chicago Division

DeMask, J. J. Asst. Supervisor-TrailVan Terminal  
Stefanelli, J. General Foreman-Track, 59th Street

## Cleveland Division

Oley, N. A. Master Mechanic

## Fort Wayne Division

Murphy, D. W. Asst. General Foreman, Logansport  
Royse, W. S. General Foreman, Logansport

## Toledo Division

Carter, H. F. Asst. Transportation  
Superintendent, Fairlane  
Daly, E. M. Supervisor-Train Operation

## EASTERN REGION

Batdorf, R. A. Supervisor-Costs and Budgets, Enola  
Caserta, E. D. Equipment Inspector  
Fultz, A. H. Equipment Inspector  
Glenbocki, H. J. Metroliner Maintenance Controller  
Hightshoe, J. L. Equipment Inspector  
Kane, R. L. NECDP Equipment Director  
Locantore, P. M. NECDP Equipment Director  
Marabito, J. A. Equipment Inspector  
Martindale, D. N. Equipment Inspector  
Mellon, T. E. NECDP Equipment Director  
Mellott, P. J. NECDP Equipment Director  
Mescall, G. T. Equipment Inspector  
Metz, J. L. Asst. General Foreman-Locomotive, Enola  
McClary, B. E. Equipment Inspector  
Souders, G. M. Equipment Inspector

## Philadelphia Division

Greer, R. H. Asst. Gen. Foreman-Loco., Morrisville  
Harding, J. B. Z. Trainmaster  
Mogel, R. L. Asst. Trainmaster, Camden  
Young, A. R. Transportation Supervisor, Morrisville

## Harrisburg Division

Sechrist, D. E. Terminal Superintendent, Enola

## Chesapeake Division

DeHaan, K. J. General Foreman-Locomotive

## NORTHEASTERN REGION

Duggan, R. J. Terminal Superintendent, Beacon Park

## CENTRAL REGION

Bianco, J. D. Budget Analyst  
Brown, R. T. Supervisor-General Accounting  
Richards, E. J. Secretary Labor Relations and Personnel  
Steis, G. W. Asst. Industrial Engineer

## Pittsburgh Division

Anders, N. G. Transportation Superintendent  
Bearinger, J. C. Transportation Engineer  
Cottage, C. D. General Foreman-Track, Conway  
Hawley, J. E. Trainmaster, Mingo Junction  
Lindquist, R. E. Trainmaster, Pitcairn  
Ober, W. F. Supervisor-Train Operation  
Sudol, M. J. Asst. Master Mechanic, Conway  
Thompson, N. F. Asst. Transportation Superintendent

## Valley Division

Conti, D. J. Supervisor-Damage Prevention  
Delventhal, W. L. Trainmaster, Goodman  
Douglas, R. R. Trainmaster, Canton  
Kerr, R. A. General Foreman-Track, Canton  
Patton, R. M. Trainmaster (night), Goodman  
Rohaley, F. A. Transportation Supervisor  
Roy, J. R. Trainmaster, Alliance  
Slichta, J. C. Supervisor-Track, Niles  
Stanovich, G. M. Supervisor-Track, Orrville

## Williamsport Division

Bandini, W. L. Asst. Transportation Superintendent

## Riding shotgun on the rails



a hot-shot TrailVan train that runs from this yard to the East Coast.

The three guards had their eyes on two particular TrailVan cars carrying three truck trail-

cabin with me before.

"They all had been in Vietnam and told us they had no complaints about riding in a cabin car after being in the fox-holes there.


explained Marvin T. Minyard, administrative assistant in freight sales, St. Louis.

"The guards were able to stay with the trailers at all times. We spotted the trailers right in front of the cabin so they could see them throughout the entire trip."

The guards arrived at Roca

15





There were armed guards at Rose Lake Yard, East St. Louis, Illinois.

The U.S. Army sent them.

Armed with .45-caliber pistols, they watched Penn Central men assemble TT-4. That's

ers. The trailers contained about 120,000 pounds of highly classified Army records of World War II.

The guards were assigned to "ride shotgun" to destination.

They rode in the trucks when they were on the road, and they rode in TT-4's cabin car when the trailers were in the train.

"It was a new experience for me," said Conductor George M. Harris, of Indianapolis, Ind. "I never had armed guards in the

"Me and my flagman, W. R. Lowery, kidded with them. We were both in World War II and told them to take good care of those records—ours could be in that shipment."

The shipment was from the Federal Records Center, Kansas City, Missouri, to the Washington Personnel Records Center, Suitland, Md.

"Our TrailVan service was economical, but still provided the degree of security required,"

Lake Yard in trucks from the Missouri Pacific Railroad. Officials at the yard arranged for the Army men to eat in shifts at a nearby restaurant. Other Penn Central men made arrangements for them to eat during the trip.

At Harrisburg, the trailers were transferred to TT-12 for relay to Baltimore. From there they went by highway the last 30 miles to the Government records center.

Meet a lion who doesn't lord it in the jungle.

He makes his presence known by helping others and working to better his community.

His name is Millard R. Hillegas. He's a Penn Central car inspector at Johnstown, Pa., with 41 years' service.



## Lions are gentle creatures

He's also a district governor of Lions International.

He takes both jobs very seriously. For the first eight months of his one-year term, he has been rated a 100-percent governor.

That means he has met or exceeded all requirements of his office in helping the 42 clubs in his district. The 15,045 members of these clubs live throughout the six counties of west central Pennsylvania.

"Nearly all of my clubs meet at night and this fits in very well with my first-trick job on the Railroad," Mr. Hillegas explained. "Sometimes it's a little rushed, but I've been able to make my visitations.

"I talk to the club members and urge them to participate in the various local civic activities of their club. Then I stress Lions' major project—help for the blind.

"On a world-wide level, Lions sponsor blindness prevention clinics, vacations for the blind, leader-dog training cen-

ters and eye banks. We touch on all aspects of prevention and helping those who are blind or who have trouble seeing."

Mr. Hillegas describes Lions International as the world's largest service organization. It has 480 district governors in 145 countries, representing 910,000 members in 23,531 clubs.

He was named a governor at the Lions' 52nd international convention in Tokyo, Japan, last year. He has been selected to attend a world conference of governors in San Juan, Puerto Rico, in June.

"A retired railroader, Engineman M. H. Wissinger, got me interested in Lions," Mr. Hillegas recalled. "He sponsored me in the South Fork (Pa.) club.

"A few years later the members elected me president. The district governor made me a zone chairman and I started going up through the district offices to governor.

"After this year, I don't



think I'll hold any office. I'll just relax for a while—and, of course, I'll continue being a good Lion."





# New Metroliner Jewelry

Penn Central's Metroliner, top news in passenger transportation, has inspired a whole new family of jewelry. Expertly crafted, meticulously detailed, these accessories are mementoes of an exciting new era in rail history.

To order, use the coupon below. Prices include postage and handling. Please be sure to add any sales tax in effect in your city or state.



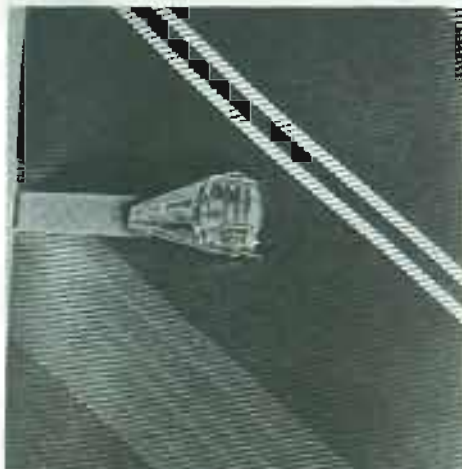
(A) ALL KEYED UP are your keys on this Florentine-finish key holder . . . . . \$2.25



(B) CHARMING is the word for this charm bracelet, rhodium-plated Metroliner \$2.75



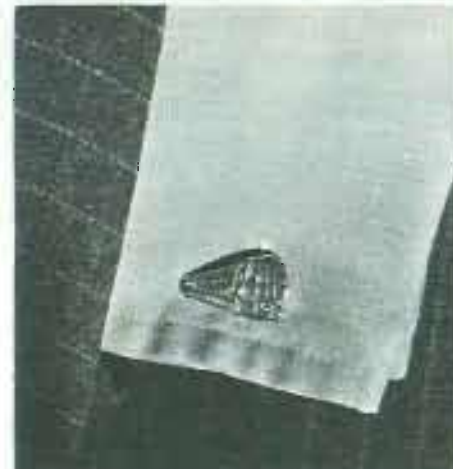
(C) CIRCLE TOUR for Metroliner is this gleaming jewelry item for women \$2.75



(D) ZOOM goes the Metroliner across this tie bar with Florentine finish . . . . . \$2.25



(E) IN PLACE—the only thing that'll stay put with this tie-tack is your tie . . \$2.25



(F) ON THE CUFF, the Metroliner adorns a pair of rhodium-finish cuff links \$2.75



(G) KEEP YOUR MONEY in this zooming Metro money clip, rhodium-finish \$2.25

To: Penn Central Souvenirs, Room 1040,  
Six Penn Center, Philadelphia, Pa. 19104





(H) MAIL CALL is answered handsomely with this walnut-grained letter opener . . \$2.75

## Big man, big emergency

It happened last winter.

A freight train was booming through the night, making the run from South Worcester to Putnam, Mass., when a tractor-trailer started across the track despite the flasher lights and the warning hoots of the locomotive.

Engineman Freeman L. Pike desperately moved the brake valve to emergency position.

The engine struck the middle of the trailer, dragging it along the tracks, while the tractor rolled into an ice-coated pond.

The truck driver was thrown from his seat, crashing through the ice.

Brakeman George H. Adams, Jr., leaped from the cab onto the icy embankment with a railroad lantern.

He spotted the driver in the darkness about 6 feet from shore. Mr. Adams plunged into the pond.

The driver was gradually sinking, his head barely above the surface.

"I thought he was dead at first," Mr. Adams said. "But he was in shock. I heard him whis-

per for help."

It was hard even for the 6'5", 230-pound railroader to pull himself and the other man onto the embankment.

"I was up to my waist in the freezing water," Mr. Adams said. "My pants froze stiff 30 seconds after I came out."

His heavy black beard also froze. It was 12 degrees below.

The victim was admitted to the hospital, suffering from exposure and a leg fracture.

Brakeman Adams declined hospitalization. Instead he went to a wayside phone and called the block tower. A "hold" was put on all other trains scheduled for the single track.

Mr. Adams continued working without a change of clothing until his shift was done at 12:30 a.m.

It was only when he returned home that his wife and two children first heard of the incident.

"Everybody is giving me the 'hero' bit," Mr. Adams says.

"I only did what comes naturally—and what I hope somebody would do for me."

Please send following items (prices include postage and handling):

ITEM	QUANTITY	PRICE
(A) Key holder, \$2.25		
(B) Charm bracelet, \$2.75		
(C) Circle pin, \$2.75		
(D) Tie bar, \$2.25		
(E) Tie-tack, \$2.25		
(F) Set of cuff links, \$2.75		
(G) Money clip, \$2.25		
(H) Letter opener, \$2.75		

TOTAL \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Enclosed is check ☐ or money order ☐ for \$\_\_\_\_\_ payable to Penn Central Company. Include any sales tax in effect in your area.



Brakeman George H. Adams, Jr., shown with his wife, receives an award from Ernest C. Cross, superintendent of the Boston Division. With them is John M. McGuigan, general manager of Penn Central's Northeastern Region.



# Penn Central's Fashion Preview

Mini—yes. Midi—maybe.

That seemed to be the consensus among passengers at a fashion show on April 1 aboard a Ladies' Day Special from Philadelphia to New York City.

The show kicked off this year's series of Penn Central's "Glamour Route" presentations. The trains leave 30th Street Station each Wednesday at 9 a.m., with bargain round-trip fares.

Penn Central secretaries and clerks serve as the models.

"Some of the older ladies were interested in my midi-length outfit," remarked Mrs. Mary Jane Young, a secretary in PC's Market Planning Department, who modeled a red raincoat of crushed vinyl, with

matching hat and boots.

"But most of the women, especially the younger ones, seemed to prefer the mini-length styles. So did the men—there were a few of them in the audience."

The two-length fashion show was presented by B. Altman & Company, St. Davids, Pa.

The following week, the maxi appeared in fashions based on Mexican themes. The dresses were from Peasant Garb, Philadelphia, and there were door prizes from Fred Leighton Imports, New York, and the Peasant Shop, Philadelphia.

Subsequent shows featured fashions from other foreign countries, plus national costumes and models supplied by tourist boards and con-



Lorraine Amato, secretary in Coal & Ore Traffic, models a blue two-piece suit with a red-and-white polka dot beret.



Mary Jane Young, secretary in Market Planning, models red vinyl rain outfit, described by commentator using bullhorn.



sulates.

On April 15, there were Irish costumes, plus free samples of Irish marmalades and door prizes from Liberty Imports, New York.

On April 29, the passengers saw Swiss fashions. They also sampled Swiss chocolates and Swiss cheese from Chocolat Tobler and the Switzerland Cheese Association, New York.

Scheduled for May is a display of Brazilian bikinis from B. Altman, with door prizes and food samples from the Brazilian Coffee Institute. Scheduled next is an Italian trip with Pucci dresses from Wanamakers, Philadelphia. There are to be fresh fruits from the William Penn Shop and wines from the Italian consulate given as door prizes.

"Our Ladies' Day Specials have become very popular," said Robert I. Alotta, special projects manager, Penn Central. "They combine our Glamour Route presentations with a bargain fare to New York."

"Last year, more than 4,000







Louise Menna, secretary in Business Systems & Information Services, wears black and white woven linen suit, dotted blouse.



Gloria Intenzo, secretary in Operating Practices Office, wears pink cotton waftle with pink lace, a Mexican import.

women rode our Specials. indications are that the number will climb even higher this year."

On the cover: Shelley Wilt, secretary in Safety Department, models a yellow linen spring dress and a yellow hat with a flowered scarf.



Lorraine Amato in another Mexican import, bolero jacket and black-and-white felt skirt, decorated with Aztec symbols.

## Union Station ... with music

The TV cameras were set up, the spotlights were switched on, the director gave the signal.

And down the platform at Washington Union Station walked a good-looking young couple in vocal harmony.

They were The Carpenters, a rising young duo, singing

"Ticket to Ride."

Then the TV people packed up, climbed aboard the Metroliner, and shot additional scenes as the train traveled to Baltimore.

It was all part of "The C Special," a show that was later broadcast over Washington's

Channel 4 station, WRC-TV.

The show was hosted by Carroll Hynson, known to TV viewers as Mr. C. Others on the show were Comedian Bill Cosby and Actress Diahann Carroll.

Arthur Clark, the Metroliner attendant who served the TV people, reported they were a very lively crowd.

They made the swinging train really swing.

A WRC-TV crew films the singing Carpenters at Washington Union Terminal.

Carroll Hynson, television's Mr. C., is greeted by Metro Attendant Arthur Clark.



## The bride waited

The bride was there. So was the groom. The only one late was the minister.

He was Bishop William J. Gordon, Jr., of Fairbanks, Alaska. He was flying to Westchester, N.Y., to rehearse the wedding of his son and the daughter of George W. Cox, Jr., senior vice president of the Chemical Bank.

Bad weather forced the plane to land short of its destination, and the Bishop and his wife and daughter completed their trip by Penn Central, arriving at Penn Station, New York.

There was some frantic phoning, and last-minute arrangements for automobile transportation to the church.

James Sicilia, night supervisor in the Ticket Sales and Service Bureau, took care of the details that got the Bishop to the church in time.

Mr. Cox wrote a letter of appreciation for Mr. Sicilia's service "beyond the call of duty."

"It meant a great deal to our family as on June 28 our daughter was married to the Bishop's son, and the ceremony was performed by Bishop Gordon."



# UP THEY GO

## Trainees learn their new craft

Charles M. Campbell's an old hand at railroading.

And there's nothing he enjoys more than giving a hand-up to a new hand.

With 44 years of service, Engineman Campbell will be retiring before very long. But right now, he's helping in the training of applicants for positions as Penn Central brakemen and firemen. He's taking signals from men young enough to be his grandsons.

"Look at those guys—they're learning fast," he said admiringly.

"They'll be able to go right to work and know what it's all about. They won't get hurt. We regulars won't have to worry about them and the Railroad'll get a better job all around."

As Engineman Campbell was speaking, he was moving a string of six hopper cars along a training track. The new men were climbing on and off the cars.

The training was an activity of the Eastern Region Training Center. Engineman Campbell and other members of his crew, who normally

switch cars to and from local industries, had volunteered to help Instructors F. J. Dallas and C. W. Autro in this phase of on-the-ground training, using live equipment.

"The cooperation of old hands like these is making this program go," said Bart Sockett, Eastern Region training supervisor. "They're putting out a lot of extra effort to help the trainees."

The Eastern Region Training Center was developed by the Region with guidance and programming assistance from the System Training Section.

"The Center is designed to provide a complete training function for the entire Region," explained Frank Edzwald, regional superintendent, labor relations and personnel. "It has the ability to meet any new training needs as they may arise. The trainmen and firemen program is just the start."

"This new concept in centralized training will assure systematic and standardized employe training by qualified instructors using the latest in professional training techniques and aids. Similar centers across the



Instructor Fred J. Dallas watches for any missteps as trainees take turns climbing cars.

System will provide our Company with better trained, more productive and safer employees."

Mornings are spent in the classroom. "The men are taught Penn Central's Book of Rules," said Instructor C. William Autro. "The cars and locomotives are explained with pictures, slides and movies."

Afternoons are spent in the yards. "The trainees put their lessons of the morning into practice," Instructor Fred J. Dallas explained. "They start on freight cars standing still and progress to moving cars. Night work is included."

After four days, the trainees return to their Divisions and are assigned to work with veteran Penn Central operating crews for three trainee trips. The crews and supervisors rate their performance on the job.

These evaluation reports are sent to the Training Center when the trainees go back to the classroom. They are compared with the instructors' own evaluations.

Firemen trainees are given specialized motive-power training.



Instructor Dallas tells the trainees how trainman's lantern is used for signals.







Engineman C. M. Campbell keeps sharp eye on trainees learning to climb a car.



E. R. Mazotas, A. W. Barlup, L. A. Attardi watch C. W. Autro explain the blue flag, which is put on a rail to signify that men are working on cars or locomotives.

The trainees who make the grade are given final orientation and physical examinations. They are then transferred from trainee status to that of fireman or brakeman.

"I'd be happy to see any one of these men come to work on my crew," said Conductor Thomas J. McManus as he watched the trainees working in the yard. "This training is much better than what we had in the old days."

Mr. Sockett explained that the training program has the enthusiastic support of the Railroad Brotherhoods and all Regional departments.

The program has stirred the interest of a lot of people. Like Brakeman



C. W. Autro explains red Stop flag. Trainees are J. A. Butcher, James Dougherty, D. G. Clogg, D. A. Seiber, Gary Fittry.

William Zieriele. Standing by while a class was going on, he couldn't help getting into the act.

"The regular instructors were busy with other groups so I started telling this one group of young fellows about breaking air hoses," he said. "They got the idea right away."

"It was fun to teach young fellows like these."

## Horses and Verses

Clifford Miller's gone to pasture.

But that's not as bad as it sounds.

He's running a hotel for horses.

Cliff Miller was supervisor of communications and signals for the Delmarva District, operating out of Harrington, Del. He retired in 1957 after 50 years of service.

He and his wife, Molly, built a new home on their son-in-law's farm. They started working the farm, growing melons and soybeans. Then, because

their son-in-law kept a number of horses, the Millers learned to take care of them.

"Now we have a full-fledged boarding farm for nearby race tracks," Mr. Miller says. "We're located in the middle of Harrington Track, Dover Downs and the Georgetown Track."

"We get all the horses we can handle in our 16 stalls."

Mr. Miller helped build the stable and fence off the pasture. At 81, he's now building a shed for hay and straw. Molly works right beside him.

When not wielding a ham-

mer or saw, Mr. Miller wields a pen.

"I was always inclined to write," Mr. Miller explains, "but I never had enough time when I was working."

"Since I retired, I've been writing a weekly column published in the Harrington Journal. I call it 'Poems From Paradise Pastures.' That's the name of our farm."

"I write about anything that pertains to my life and experiences. Naturally, that includes poems and stories about the railroad and about horses."

In between the horses, the construction work, and the weekly column, Mr. Miller manages to do a weekly bulletin for the Rotary Club. His wife Molly proofreads all his writings.

"We just like to keep busy," Mr. Miller says.

"I think our activities keep us feeling young and in good health. I recommend it to everyone who's let out to pas-

ture."

But Mr. Miller's pasture isn't too far from his first love, the Railroad. The farm is only a half mile from the Penn Central tracks along which he once worked.

"That makes it real nice," he says.







## Miss C.H. Says

What does it mean  
to be a railroad man?

It means being a man  
on whom millions of our  
fellow Americans depend  
to transport their goods  
promptly and safely.

When a shipment is  
entrusted to our care  
and we make that extra  
special effort to assure  
its protection from damage,  
we have a right to feel  
we've done a man's job  
and we've done it well.

Let's make shippers aware  
that PC people care.

This month's Miss Careful Handling  
is Betty Crowell, stenographer in  
the Data Control Center, Chicago.