

## Amtrak Meets Current Budget Shortfall With Service Cutbacks

In a move to reduce its losses so as to operate within a lower federal subsidy, Amtrak has announced service reductions on two routes with low ridership and on two routes where alternative train services are available. The changes will take effect on September 8th.

Trains affected by the plan are:

- The *Inter-American*, now operating daily between Chicago and Laredo, Texas, will revert to tri-weekly operations between St. Louis and Laredo. Departures from St. Louis will be on Sundays, Wednesdays and Fridays and departures from Laredo on Sundays, Tuesdays and Fridays.

- The *San Joaquin* will operate on a four-times-a-week basis on its Oakland, Cal.-Bakersfield route. The train will run on the busiest days, leaving Oakland Thursdays through Sundays and leaving Bakersfield Fridays through Mondays.

- The *Champion*, linking New York with St. Petersburg, Fla., will cease operating until the start of the winter travel season, December 14th. Points served exclusively by the *Champion* will be served by the *Silver Star*.

- The *Southern Crescent* (New York-New Orleans) and the *Patriot* (Boston-Washington) will be consolidated between New York and Washington in each direction. These trains have been operating about 10 minutes apart in the Northeast Corridor.

The decision to reduce services effective September 8th was made because ridership normally drops on these routes after the Labor Day weekend, and some of the savings also will accrue

to the fiscal 1977 budget.

By making these four service reductions, the projected yearly reduction in deficit to Amtrak will total about \$5,555,000.

The number of trains between New York and Florida this off-season will be the same as last year when Amtrak operated two trains along with the *Palmetto* between New York and Savannah.

The company will determine if other reductions will be required during the upcoming fiscal year and has begun to review costs and ridership on other routes.

The decision to cut Amtrak services described in the accompanying article was made in preparation for a projected budgetary squeeze in fiscal year 1978 which begins October 1. Amtrak had requested a \$534.1 million operating budget for that year to maintain its nationwide services as they stand today. By agreement with the Administration, Amtrak supported a budget of \$500 million to operate an austere system and also said it would reduce its budgetary request by exercising its route and service criteria. The Congress appropriated \$488.5 million.

## Amtrak Solicits Public Comment On Possible Changes to *Floridian*

Amtrak has asked the public to comment on the future of its Chicago-Florida train, the *Floridian*.

Rerouting of the train, or its termination, is being considered by the Amtrak Board of Directors because of the *Floridian's* high losses and low ridership.

The train has estimated revenues this year of \$5.5 million and operating costs of \$15 million, a loss of \$9.5 million. Last year, it carried 162,715 passengers.

In notices posted on board the trains and at stations along the 1,500-mile route between Chicago and St. Petersburg/Miami, Amtrak said the *Floridian* has been identified as a candidate for potential service changes because it does not meet economic performance standards developed in accordance with criteria

and procedures for making route and service changes. Those criteria and procedures, approved by Congress last year, require Amtrak to solicit public comment in cases of changes concerning routes where the economics are unsatisfactory. The current and projected economics of the *Floridian*, as currently routed, are unsatisfactory. Also, preliminary findings to date indicate that there are no overriding social or environmental benefits of the route.

Amtrak lists five alternatives regarding the service, under review for implementation as soon as practicable after Dec. 31, 1977:

- Continue the present route (Chicago, Nashville, Birmingham, Montgomery, Jacksonville, Miami/St. Petersburg) with possible schedule  
(See *Floridian Changes*, Page 2)



## Pass Policy Revised To Benefit Employees

Amtrak has revised its pass program policy to provide additional benefits to Amtrak employees and their dependents effective September 5, 1977.

- All holders of Amtrak Business Travel Cards (BTCs) and those holding Rail Travel Privilege Cards (RTPCs) containing "Positive Space" endorsements shall be considered the same as full revenue paying customers in respect to accommodations resulting from consist changes, missed connections, duplicate sale of space etc. For example, if such a passholder misses a connection because of a late train, the passholder will be treated the same as a full revenue passenger being offered hotel accommodations or an alternate method of transportation. These same privileges will also apply to eligible dependents listed on the passholder's "Notice of Privileges" label.

- A holder of an RTPC pass who does not have positive space privileges, but who secures reserved space under our regulations will also be treated the same as a full revenue passenger in respect to missed connections, etc. Hence, once such passholders have obtained positive space according to the time restrictions posted monthly for making reservations, they will be treated as any full revenue passenger would.

- All Amtrak management employees (those not eligible for overtime) having achieved five years consecutive Amtrak service shall be permitted one positive space vacation trip in each calendar year. If the employee has dependents listed on the pass at least one dependent must accompany the employee. This positive space privilege does not include free accommodations, however; employees will continue to be eligible for a 50% reduction in fare for accommodations. If all the employee's eligible dependents do not accompany the employee on his positive space vacation trip they will forfeit this

privilege until another calendar year. An eligible employee wanting to take advantage of this privilege should forward to the Pass Bureau a Travel Voucher Request (NRPC 150) approved by the employee's Manager or above.

- In the past employees at Director level and above were entitled to positive space, free sleeping accommodations, and Metroliner travel. The use of the Director title as sole eligibility criteria has proved somewhat inequitable because certain employees do not have director titles and yet clearly deserve such privileges. Accordingly in the future eligibility for such privileges will be granted to employees with jobs that rate 900 points or more under our Hay Job Evaluation program.

- Another significant improvement includes the authorization for spouses of passholders to use RTPCs of the employee to obtain tickets. Spouses will be required to place their signatures on the RTPC "Notice of Privileges" label where space is available to satisfy positive signature identification at ticket windows. Once this is done the spouse can obtain tickets for any eligible person listed on the RTPC.

- Effective September 15, 1977, Amtrak employees who do not have Metroliner endorsements on their

## Posters For Sale

Amtrak is putting its remaining stock of 1977 Transcontinental Steam Excursion Train posters up for sale at a special price of \$2 per poster while supplies last. The commemorative posters can be picked up in person, or ordered by mail by sending \$2 per poster plus \$1 for postage and handling with each order to:

Brian Pettyjohn  
Marketing Department  
Amtrak  
955 L'Enfant Plaza, S.W.  
Washington, D.C. 20024  
(Checks and Money Orders should be made out to Amtrak.)

passes will be allowed to purchase Metroliner tickets for themselves and eligible dependents for the fare difference above regular coach fare with the following restrictions:

- Travel will be good only on Saturday and Sunday.

- Reservations must be made not earlier than three hours before the train time.

- Tickets must be purchased after the reservations have been made.

- Effective September 15, 1977, employees will be eligible for a 50% reduction in slumbercoach accommodations.

All passholders and dependents traveling in reserved or unreserved coach are required to yield their seats to full revenue passengers should standee conditions arise.

## Floridian Changes (Continued From Page 1)

and/or service modifications.

- Reroute the service to operate via Chicago, Nashville, Birmingham, Atlanta, Macon, Savannah, Jacksonville, Miami/St. Petersburg.

- Reroute the service to operate Chicago, Nashville, Chattanooga, Atlanta, Macon, Savannah, Jacksonville, Miami/St. Petersburg.

- Reroute the service Chicago-Atlanta (via either Chattanooga or Birmingham), then Macon, Albany, Jacksonville.

- Cease service over the entire route.

Amtrak will receive public comments in writing or over a special toll-free telephone line until October 12. The comments will become part of a public record available for examination at corporate headquarters in Washington. A summary of results will be available at each station along the route.

After reviewing the comments, the board of directors will decide whether to hold public hearings on the matter and, finally, will determine which of the alternatives will be chosen.



# Broadway's Annie No Orphan; Her Dad Works for Amtrak

Having a Broadway star in the family has made life during the past year a bit hectic for Paul McArdle, statistical analyst for Amtrak at Philadelphia's Suburban Station Building.

McArdle is the father of Andrea McArdle, the 13-year-old star of "Annie," a Broadway musical hit based on the life of comic strip character "Little Orphan Annie." The Tony award-winning show has been playing to packed houses in New York City's Alvin Theater since opening there earlier this year, following a highly successful run at Washington's Kennedy Center.

She may play an orphan on the stage, but in real life Andrea is blessed with two supportive parents who supply guidance and encouragement for their talented daughter.

"She loves what she is doing, and the hardest thing for her mother and I is to make sure she doesn't try to do too much," said McArdle in a recent interview at his Amtrak office.

Young as she is, Andrea did not become a Broadway star overnight. She

began dancing lessons before she began school, and as her talent became evident, she soon began performing before audiences and cameras. At eight, she was appearing in television commercials, and in 1976 she was awarded Afternoon TV's Best Juvenile Actress Award for her portrayal of Wendy on the soap opera "Search for Tomorrow." She recently completed taping for a variety special to be aired Sept. 9 on NBC, starring Andrea and featuring Muhammed Ali, Ruth Buzzy, Leonard Nimoy and Artie Johnson. Also making a brief appearance on the show will be Andrea's 10-year-old brother Michael.

While she is appearing on Broadway, Andrea lives in a New

York apartment with her mother and brother, returning to Philadelphia once a week for her day off from the stage. Father Paul visits his family in New York as often as possible.

"I've already used up four weeks of vacation, and I haven't even taken a vacation yet," he said.

He hopes to get a real vacation in September when he accompanies the family to Los Angeles where Andrea will be doing some more television taping. She is scheduled to appear on the *Tonight Show* Sept. 8, and she will be rehearsing and taping "The Annie Christmas Special" to air on NBC in December.

McArdle came to Amtrak over a year ago after serving more than 20 years with the Reading Railroad.



Paul McArdle in Philadelphia.



Photo by Martha Swope

Leapin' Lizards! It's two of Broadway's newest stars: Andrea McArdle and canine pal Sandy. ARF!



# Equipment Turnover Puts Amtrak In Used Car Business

For nearly two years now, Amtrak has been in the used car business. Used passenger cars, that is! Amtrak has also sold locomotives and scrap material plus everything else from railroad ties to dining car china.

Responsibility for selling such equipment lies with Jim McCarthy, senior administrator of sales, material control, and Donald Fisher, administrator of sales. The two men coordinate the sale of virtually anything Amtrak owns anywhere in the country.

Amtrak sold its first used passenger equipment in June 1975, and since then has sold 177 passenger cars and 138 locomotives, generating close to \$4 million in revenue for the company. The company's recent Five Year Plan outlines a fleet changeover, with the arrival of more Amfleet equipment and the new bi-level cars, that could see as many as another 400 cars being sold off over the next three years.

The routine for disposing of old or damaged equipment requires that

mailing lists of prospective buyers be maintained for the different categories of sale items. Lists are compiled from the responses that McCarthy receives from advertisements he runs in various trade publications. The lists are stored, and kept up-to-date, in the corporate computer system.

When a decision is made to sell off a block of equipment, a C.A.R. goes to Amtrak's Board of Directors for approval. Requests also go to the Federal Railway Administration and Interstate Commerce Commission for their approval of the disposition of the equipment.

With all approvals in hand, the equipment goes on sale. McCarthy collects the names of all potential buyers out of the computer and contacts each with details of the sale. He describes the type and condition of the equipment, suggests that the people inspect it, and then outlines what they must do to bid competitively for whatever equipment interests them.

McCarthy and Fisher receive and review all bids, make their award to the bid most favorable to Amtrak and then notify all parties involved of their decision. Once a contract is signed, the prospective buyer must immediately provide 50 per cent of the sale price. He has 30 days to take possession of his purchase and provide the remainder of the complete payment.

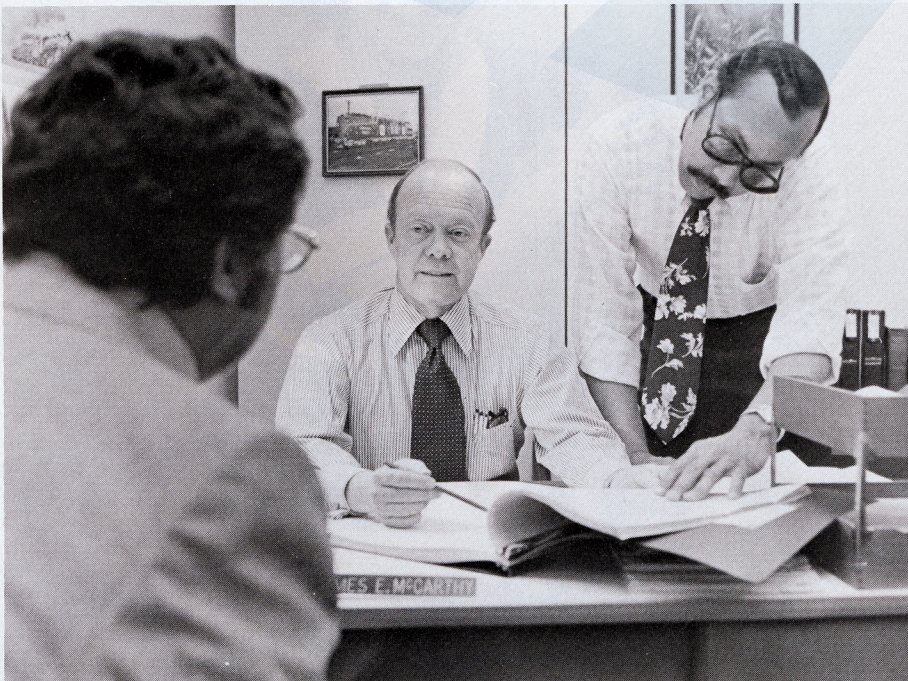
Range of uses for old or damaged passenger cars is wide. Over 60 per cent of the cars are bought by hobbyists, museums, tourist attractions or a newly developing and growing market — persons who plan to convert the cars to restaurants and/or motels. The remainder, usually in bad condition, is sold to scrap dealers.

The condition of sale cars is getting better, according to McCarthy, because they are now stored for shorter periods of time before being sold. These are the cars that are being replaced with new equipment.

One big revenue producer for Amtrak are old locomotives that are sold. A few of them are re-worked and returned to service by their buyers. Most, however, do go to scrap dealers.

Although most of the old locomotives will never pull a train again, they do not go directly to the scrap heap. Many of their components will be removed and re-worked for uses other than those for which they were originally intended. Traction motors could still be used with drill rigs or such in the petroleum industry. Diesel engines and their companion electric generators can be used to produce DC electrical power for the construction industry, mining or agriculture. Steam generators could see service in the trucking industry or for heating housing complexes.

The parts remaining will, of



*Amtrak's used equipment salesmen Jim McCarthy (center) and Donald Fisher (right) meet with a prospective buyer.*



course, be reduced to scrap metal.

Amtrak has also sold several self-propelled rail diesel cars (RDCs). Most have been overhauled and returned to service in various commuter operations.

A considerable amount of scrap material is generated from yet two other sources. The largest such source is in yards and back shops which routinely produce various kinds of scrap metal. This material is rough sorted by the shops as it is discarded. Amtrak contracts, on an annual basis, with local scrap dealers for collection of such material. Those dealers bid for the opportunity to collect the scrap.

Of prime importance to Amtrak, in addition to getting the best price for such scrap, is reliable service by local dealers in removing the scrap. If scrap lays around in the yards and shops too long, it is subject to pilferage as well as presenting a safety hazard to employees. Sale of this type of scrap material has brought Amtrak over half a million dollars during the last few years.

The final category of material that the company sells is scrap from maintenance-of-way work. For the most part, this involves rail, tie plates, spikes and such. Most ties, removed during routine track work, are difficult to dispose of. Some rails can be re-used after being inspected and welded together to form long strings of rail. The remainder is sold to scrap dealers or steel mills. Although this type of scrap is limited at present, it should become a major factor on Amtrak's part once the capital improvement plan for the Northeast Corridor gets underway later this year.

Employees who receive questions about the availability of old passenger cars or any other type of used equipment should notify Jim McCarthy or Don Fisher at Amtrak's corporate headquarters. They will contact any interested party with details of prospective sales.

## On-board Services Dept. Expands Dialogue With Employees

The recently reorganized On-Board Services department, under director H. Rex Holland, has been expanding its dialogue with employees in the field. The following is an open letter to employees from the assistant manager of on-board services, Chicago Metro district, Ms. Billie Wideman, that reflects a new emphasis on professionalism Holland is demanding of all employees in his department.

"Many of our employees have forgotten why they are employed with Amtrak. It is to provide Service.

Amtrak's birth and continued life is based on people riding trains... without people, there will not be an Amtrak, and no necessity for you...

A business that is service oriented cannot prosper with rude, discourteous and immature employees. All of you volunteered your services. Amtrak pays you for providing service. This is a two-way contract. Amtrak upholds its half; you are expected to uphold your half.

We are going to keep Amtrak functionable!

We hope you will join us in that goal!"

Says Holland, "This letter says exactly what I am doing with this department. I am going to expect the very best from my employees. Anything less is totally unsatisfactory, and those that deliver will be supported to the hilt by this department."

"We get many letters praising good employees, and they deserve the recognition. We also get letters describing less than satisfactory service, and I don't intend to let those go unnoticed either," added Holland.

The following are excerpts from some of the more recent letters:

### Letter

"But let me speak briefly of your real and most valuable asset — the on-train personnel — the people who manifest Amtrak on a one-to-one basis with the passenger. They are your real treasures. They are the people who can turn around the most skeptical "I'm trying Amtrak just this once" passenger. I can comment most extensively on the crew which served the *Riley* on June 29/30. There ought to be a way to bottle and market the enthusiasm and dedication I saw in action on that train! I can speak directly about Al Figuly, Jim Taylor and Alfred Ward, service attendants on the *Riley* that night. They made a masterful team; Al's genuine zeal and obvious spirit, Jim's finesse and polish, and Alfred's 30-plus years of expertise in rail passenger service.

"When I travel Amtrak again, nothing would make me happier than to find those three on the train with me. Each of them took a personal interest in the comfort and satisfaction of every passenger they served. Greyhound, match that!"

### Letter

"On two recent trips between Jacksonville and Miami, the thing that stands out in my mind is the tremendous inconsistency of performance among train crews. On the trip down, the trainmen were courteous, friendly and generally professional. The service personnel were a mixed lot, however, the coach attendant being as professional as the train men, the barman a surly cuss who openly did what he could to discourage customers. Perhaps this was simply a case of a bad day, but performance was atrocious."

### Letter

"My family and I boarded Amtrak at Streator, Illinois on July 16, headed for Los Angeles on the *South* (See Letters, Page 7)



## Pay Phone Pickup Leads Employee to Australia

What would you do if you were passing a public pay telephone on the street and it began to ring?

Probably ignore it, right?

Debbie Lessner, reservations and information clerk, at Chicago's reservations office, was in Los Angeles on a vacation and sightseeing at Grauman's Chinese Theatre with a friend when the outdoor telephone in the courtyard there rang.

The friend picked up the receiver and began to talk. The caller identified himself as Don Lane, an Australian radio personality, who said he often made such calls to American pay telephones to see what reaction he got from whoever might actually answer.

The reaction he got from Debbie and her friend was one of disbelief. Neither believed that the call was actually being made from Australia.

The game of calling phones around the world has been a feature of Lane's breakfast show on station 3UZ, in Melbourne, for some time. It has consistently produced good audience reaction and is such a popular feature that it has become the "in thing" among celebrities to collect

numbers for him when they travel.

Lane said, "I just chatted with her and asked for her address so that I could send her a cassette of the show as proof that I really was phoning from a radio show in Australia. I asked her to trust me."

At the same time, Lane asked his listeners to write to Debbie as further proof.

Soon, over 300 letters arrived at her home. Many contained snapshots, love letters, pen pal letters, information on Lane and pictures of him and his girl friend.

Lane called several times after that and she quickly became a celebrity in her own right on his show.

He asked about life in America and her job at Amtrak. Eventually he arranged an expense-paid trip for her to visit Australia.

She was quickly on her way after arranging a short leave of absence from Amtrak.

"That was the first time I had ever been out of the United States," she says, "And I had a perfectly wonderful time."

She flew from Chicago to Vancouver, British Columbia, where she



*Debbie Lessner holds Australian Wombat.*

boarded a CP Air DC8 for the two-stop flight to Sydney.

Short layovers were made in Hawaii and at Nandi, in the Fiji Islands, where she had an opportunity to view a little bit of the country.

From Sydney to Melbourne she flew on TAA, an Australian airline, and she stepped off the plane there to a thunderous welcome from about 300 Melbourne people of all ages, all listeners of Lane's show. Tears in her eyes and hugging a toy koala, Lessner was visibly overwhelmed by the proceedings.

While in Australia, she participated in a drawing to send two Australians to the United States. "We got everybody interested in America," she says, "And they felt that if they could bring me to Australia to visit them, they could also send some of their own countrymen to visit America."

Until the Australian trip, the only travel Lessner had done was the lucky trip to Los Angeles. She had started working for Amtrak in February 1976 and one year later asked for a week of vacation. She took the *Southwest Limited* in both directions and enjoyed the trip.

Ironically, the trip cost her a promotion. She had moved from the reservations bureau to station work in Union Station just prior to her trip. While she was away, she was "bumped" and is now back in the reservations center waiting for another chance at public contact work.

## Laser Beam Completes NEC Survey

Federal Railroad Administrator John Sullivan activated a laser-beam from the Empire State Building, New York, to Union City, New Jersey, at 11 a.m., Friday, July 8, to complete the first continuous survey ever made of the 456-mile-long Northeast Corridor from Boston to Washington.

The survey was done in segments from Boston to New York and from Washington to New Jersey. The laser was used to link the southern and northern surveys of the Corridor.

The laser technique is a proven surveying procedure that assures accuracy over great distances and represents no safety hazard. When Sullivan pushed the button, he activated a

beam aimed at a reflector in Union City. The distance between the instrument transmitting the beam and the prisms reflecting the beam back was displayed automatically.

On the 81st floor balcony of the Empire State Building is a fixed control point in a national network of geodetic locations that is considered one of the most accurate in the world.

It, therefore, is of great value to the Corridor survey, falling as it does in the midpoint of the Northeast Corridor project.

The topographic mapping and surveying was necessary to assure construction accuracy for the major improvements along the Corridor.



## Letters (Continued From Page 5)

*west Limited.* Our on-board service attendant was Ms. Marcia Newman. We would like to compliment her on the excellent job she did in accommodating my family and myself throughout our journey. The restroom facilities were always clean, there was always paper towels, and there was never a need to ask for anything. In the excitement of arrival, we neglected to leave her the tip she was certainly worthy of. Please forward this check for \$10 and a copy of this letter to Ms. Newman."

### Letter

"On my June 8 trip on the *Zephyr* to Chicago I encountered some em-

ployees are doing Amtrak a disservice. In the dining car, the steward had a dreadful attitude. He was aloof and unconcerned when there were problems. When a waiter was rude to me, the steward remained totally unmoved and uncaring. The waiter was rude and obnoxious to me, assuming I was a kid who didn't matter - I suppose. His attitude was hostile toward my slightest request, such as for cream for my coffee. I have not encountered a ruder waiter in my lifetime. I noticed he was nasty to other customers as well."

### Letter

"I would suspect that by now a number of comments have reached your office concerning the *Broadway*

run over B&O track during the Johnstown flood. I know others will join me in praising the work of one of Amtrak's fledgling coach attendants on that run, a Mrs. Margaret Lindsey. She barely had time to learn her regular Amtrak duties before being thrust into the flood situation, working an unfamiliar route after having been on duty for more than 48 hours without a break. Throughout the run, she was strong, helpful and thoroughly dedicated; and we were all tremendously impressed with her performance. Although station personnel in certain cities on this particular route were discourteous and unknowledgeable, Mrs. Lindsey and her on-board colleagues were outstanding."

## New Payroll Procedure Cuts Time For Field Pay Adjustments

Amtrak's Payroll Department has established procedures designed to put pay adjustment checks in the hands of the employee within 24 hours.

The purpose of the new procedure is to reduce the inconvenience to employees by permitting pay adjustment checks to be issued locally to avoid the wait of several days for a check to be mailed from headquarters. Under the new system, an employee with a problem concerning pay will contact the local timekeeper who, if not able to solve the problem, will call the headquarters Payroll Inquiry Unit. If a valid discrepancy exists, or if it is necessary to issue a replacement check for a regular paycheck that has been lost in transit, the Payroll Inquiry Unit will instruct the nearest authorized office, usually District Superintendent, to issue a check to the employee.

"The Payroll Department wants to get people paid," says Jim Evey, Director of Corporate Labor, Property and Disbursement Account-

ing, "and this system should eliminate one of the bottlenecks. We can't prevent all error, but at least we'll be able to minimize the time it takes to make a correction."

The new procedure will accomplish another corporate goal; that of using minority businesses wherever possible. The Southside Bank of Chicago, a minority-owned bank, will handle the account for these pay adjustment checks.

The mechanics of obtaining bank signature cards and furnishing the supplies to the designated locations are now in progress, and it is expected that the new procedure will be operating by mid-September.

Timekeepers will use the same telephone numbers for error correction actions as at present: outside the Northeast Corridor, call the headquarters Payroll Inquiry Unit at FTS 8-654-7904/7905; within the Corridor, the Philadelphia Unit at FTS 8-597-8870. All management employees call FTS 8-654-7906 with any payroll problem.

## Edel Elected RPRA Vice President

Edwin E. Edel, Amtrak's vice president, public affairs, has been elected vice president, Southern region, of the Railroad Public Relations Association at the group's annual meeting held in mid-June.

Membership in the RPRA represents the public relations departments of the principal American and Canadian railroads.

## AMTRAK NEWS

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## Wilmington Shops House Private Photo Collection

When visitors come to Ed Stachonowski's work area in the Wilmington locomotive shops, they visit a photo gallery. That's because the walls are covered with photographs of locomotives, banquets, parties and retirements.

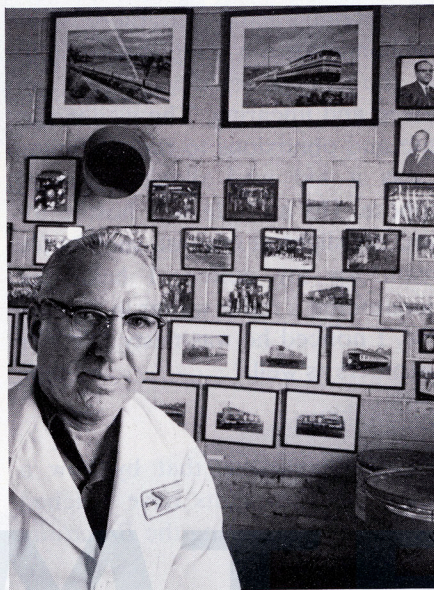
When a picture has to be taken in the shops, Ed's the man to call.

His interest in photography began when he was 12 years old. A local grocery store promotion offered a free camera to anyone who bought five dollars worth of groceries. Ed's mom did and Ed became the proud owner of a camera.

A friend of his and he immediately besieged an old photographer who worked in Wilmington to find out how to get started in picture taking. The beleaguered man suggested that they first get a roll of film. They scraped together some money in the depression years, bought a roll, took some pictures and then faced the next problem — what to do with the film.

Back to the photographer.

Patently, he told them what equipment and chemicals to buy. Says Ed, "Believe it or not, that first roll turned out pretty good, and I was hooked."



*Stachonowski at his shop gallery.*

Soon he was developing film and printing pictures for the neighbors, making a little extra money.

Today, he shoots with a 4 by 5 Speed Graphic camera, and still does free lance work outside working hours. "I shoot anything from banquets to legal work for lawyers," he says.

He might get a call from a local school that wants pictures of its girls'


basketball team, or from a prospective bride who needs a set of wedding pictures. All work is done in a fully-equipped darkroom he has set up in his home.

Ed has three brothers and a sister, and the group socializes regularly at his home. But, the brothers also are active in varied craft work that goes on in Ed's home. Says he, "I do my photography upstairs, but downstairs we have a machine shop, blacksmith shop and a woodworking room. One brother makes and repairs Kentucky rifles, another is an artist.

"We never have a dull moment around here," says Ed.

Stachonowski began his railroad career in July 1941 when he began working for the Pennsylvania Railroad as a laborer in the Wilmington shops. He then progressed to jobs as tractor operator, crane operator, store attendant and shipper-receiver.

Today he is the store attendant in the oil house, handling paints, oil, tanks, scrapers, sand paper, emery cloth, towels, and toilet articles. He maintains the inventory, keeps the stock in order and writes up orders when supplies get down.

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