

PATH Train Employees Endangered in Attack

By George Wolfangle

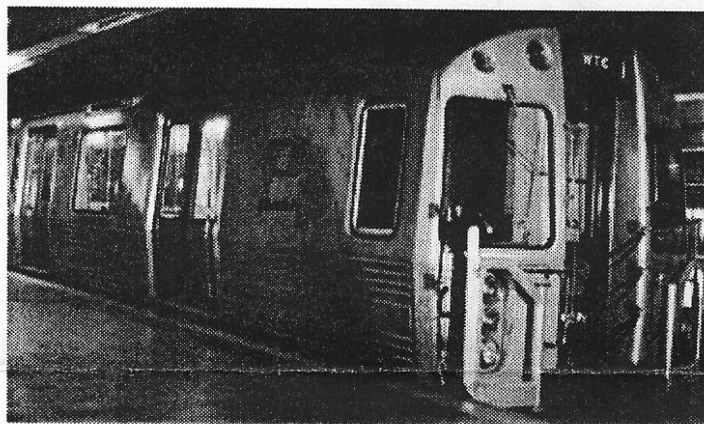
Though many of you may be unaware of it, I spent 26 and a half years of my life working for the Port Authority Trans-Hudson (PATH) rail system which carried thousands of people to its terminal under the World Trade Center. For much of my time I had that very route on the afternoon shift, during which time I got to know many people who worked in those towers. As I knew a few of their names, it cuts me deeply thinking that many of these people never made it out on September 11 when terrorists struck and the towers fell.

I want to repeat to you a story as it came to me in my United Transportation Union newspaper (The UTU News) shortly after the attack:

...PATH conductor Ray Arenas was working on a commuter train carrying 800 passengers when it arrived at a station platform directly under the World Trade Center just minutes after the first jet slammed into Tower One. Neither he nor his engineer was aware of what had happened just moments earlier.

As smoke already had reached the tunnel, a police officer on board his train told Arenas, "Get us out of here." Arenas relayed an identical message to the trainmaster at Journal Square and was instructed to keep the doors of the train closed, passengers inside, and to depart the station immediately.

About the same time, the World Trade Center Terminal dispatcher received a telephone call from her father telling her to leave the station because an airplane had struck one of the towers. However, the trainmaster instructed her to stay put and she did. She did not



A PATH train at the World Trade Center commuter platform.

leave until she was instructed to do so.

Other PATH employees were also exposed to the very worst of the terrorist attack. Racing out from under the burning towers, one conductor reached the street just as a body fell to the ground directly in front of her.

Another employee escaped from under the complex just as the first tower collapsed. He said later how horrified he was. He had never seen so many dead bodies.

Although no PATH employees were physically injured in the attack, four were suffering from Post Traumatic Stress and had removed themselves from service.

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According to the rules set down in our constitution and bylaws, I cannot succeed myself as your president at this time. I feel you have selected an able man for the job in Sam Senn. I look forward to working with him in the office of Recording Secretary, which I shall perform to the best of my ability. I shall assist Sam in whatever ways I can in the transition and throughout his term of office as he may request of me. Work along with him. He needs your assistance too.

MESSAGE FROM THE PRESIDENT

A Big Hello from the New President of the Society

My name is Samuel Senn. I was born in Paterson, N.J. Following high school graduation, my brother and I were dairy farmers in Montgomery, N.Y. Following this I was in the U.S. army for two years, serving mostly in Germany. After this my family moved to a farm on Shawler Brook Road in Columbus, N.Y. Next I went to work at the Kraft food plant in South Edmeston, and I later retired from there.

One of the reasons I became interested in the Unadilla Valley Railway Society was a man, Clayton Linger, a client of my friend,

who had worked eight years on the railroad. Through the club I have met some very nice people and learned a great deal. Another client, John Clark, used to load the feed from the western United States on the train.

I guess one might say I am interested in a variety of things. I collect *everything*, from animal traps to stamps, coins and rocks. I am a member of Columbus Quarter Baptist Church, serving as Deacon. I am a member of a coin club. I am a Free and Accepted Mason of Phoebus Lodge in New Berlin.

Somehow—I don't really know how—I be-

came president of the society. But anyway, with your help of every sort, I will strive to do the best job I can. Most clubs our size that I know of need the help of each and every member.

I want to help preserve the local history and legends of our local railroad. The main reason being so that the younger generation will know "how things were," and so that all the history is not forgotten and lost.

I am available for suggestions, questions, and... answers to questions. I will need your help.

—SAM SENN