TRIUMPH---------

Mr. Symes' talk to and discussion with business, industry and civic leaders on Wednesday in Baltimore was exactly that. He spoke freely and frankly of railroad problems, commented on the long association with Baltimore and its port, and answered questions for more than half an hour after he concluded his remarks.

----------AND TRAGEDY

That was the derailment of No. 120 at Middle River on Thursday morning. But this could have been so much more tragic that we are fortunate that the injuries, as reported by the Johns Hopkins Hospital and the City Hospitals, 32 in all, were termed "minor."

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Text Carried

Mr. Symes' remarks at the luncheon, with Mayor D'Alesandro, former Governor McKeldin, most of our presidential staff and others on hand, were brief enough and certainly valuable enough to make it worth while for all readers of Chesaparagraphs to know what he said. Consequently, we are attaching his talk at the end of this issue.

Press comment was in keeping with the importance of his first official visit to Baltimore as President of the Pennsylvania.

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Sympathy

To Joseph A. Bull, retired supervisor of community relations, on the death of his wife, Edna. Their daughter, Mrs. Kenneth Breneman, came here from her home in Minneapolis for the funeral and there were many of Joe's railroad colleagues at the service.

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Prince of Hearts

Robert Danbury, 9, of Trenton, is the "Prince of Hearts" of the New Jersey Heart Association this year, and he will be given a ride on the Pennsylvania on a route that will bring him into the Chesapeake Region between Philadelphia and Wilmington on Friday, February 20. His entire trip will begin at Trenton, where he will enter the cab of No. 121 and leave it at Thirtieth Street Station, where he will be interviewed and photographed. He will continue to Wilmington in the first coach of the train, and there board the Midday Congressional for his return trip. On this part of the journey he will be the luncheon
guest of the railroad. He will be costumed in his gold-trimmed red cape and gold crown.

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Vital Moment Terminates

The active campaign to center attention on the vital moment at which safety continues or an accident occurs is terminated, but the lessons taught by this system-wide enterprise should linger. Our region is believed to have led in the number of physical representations of the VM displayed on buildings, signal standards, trucks, etc., and it is hoped that safety will be our constant care.

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Note To Agents

Vernon Haan, who could be called the "salvage man" on our region, tells a little about beer—and how loss and damage can be minimized when accidents happen to such a lading. He says:

"Within the last month, two carloads of beer were received at different destinations on the Chesapeake Region containing fire damage. In both instances, fire was caused by improper servicing of the heater in the car. In one, an alcohol heater had the fuel tank cap not secured which permitted this fuel to slop out over the load and become ignited. The other car had a charcoal heater in the bunker with the ash drawer not closed and the pan beneath the heater not secured. Hot ashes and charcoal fell through the heater and ignited the flooring of the car with a resulting loss of the entire lading and $2,000 damage to the car. Both heaters were serviced prior to our railroad.

"Liability for this damage would rest with the carrier on whose lines the fire occurred unless it can be proved and substantiated by actual inspections that the loss or damage resulted from the negligence of prior carrier or the error of his employees. (Rule 43, Freight Claim Rules) Therefore, whenever possible, it is advantageous to secure an inspection report from a disinterested party such as the fire department that extinguishes the blaze, or in the case of refrigerator cars, the Fruit Growers Express Company representative."

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Atomic Energy

Baltimore—as the result of an accident at Xenia, Ohio, involving a tractor-trailer loaded with atomic energy material and one of our trains, definite procedure for handling such a situation has been issued from the office of A. C. Fasolas, Chief of Police. Nine points are involved, and they are:

(1) Telephone the Manager of Operations, United States Atomic Commission, Chicago, Ill. Telephone L'Emont 800.
(2) It is considered safe to expose yourself, long enough to free injured persons from the resulting wreckage.
(3) Restrict the accident area, and detour all traffic.
(4) Remove all injured short distance and hold for decontamination experts. Do not take injured to hospital or local Doctor's office.
(5) Segregate and detain all persons involved in accident or rescue work, and all others that may have been exposed.
(6) Detrain all vehicles involved.
(7) Work upward from the scene.
(8) Do not eat, drink or smoke in area. Food and water must not be used at a later date which was in the area at time of accident.
(9) Do as little as possible about the accident, until the Atomic Energy Commission decontamination team arrives at the scene.

AROUND THE HORN

Washington---Assistant to the Air Defense Command by railroaders has been officially recognized through a commendation by Lt. Gen. J. H. Atkinson, Commander.

Philadelphia---Frank B. Fowler has been elected president of the General Office Veterans Association.

Jackson Heights, N.Y.--(Sure, it's off region, but read it anyhow!) Malcolm Patterson, in a letter to the Philadelphia Inquirer, writes as a railroad fan--and not a stockholder--to point out the inequalities of subsidizing our competition, what advantages rail transportation possesses inherently, and how Japan is building super-railways rather than the superhighways over which we seem to have gone crazy as a nation.

Greensboro, Md.---Roland F. Cartwright, agent, spoke to Boy Scout Troop 263 at Goldsboro, Md., and exhibited the film "Main Line U.S.A." He also answered questions after the talk.

REMARKS BY JAMES M. SYMES, PRESIDENT

THE PENNSYLVANIA RAILROAD

Baltimore, Md., February 11, 1959

"It was kind of you to gather here and give us this chance to see old friends of our railroad and meet new ones.
"Since we are here to discuss some of the things where you and we have a mutual stake, I'd like to dispense with any formal address and just talk enough for a conversation starter. Then we will have plenty of time for questions and answers, which can be the most useful part of a get-together like this. Fred Carpi, Jack Schwab and other members of our team are here to give me a hand with the answers, so don't hold back any hard ones. And I hope you will also give us the opportunity to ask questions.
"I'd like to begin my few minutes of monologue by reminding you of something I am sure you already know—that our railroad has been a part of your community and your economy for well over a hundred years. It may surprise you to hear that in a way we've been here only two years less than our friend the Baltimore and Ohio, which dates back to 1827. Through our Northern Central, which started out as the
Baltimore and Susquehanna, we go back to 1829. So we are pretty old citizens of your town.

"And we try to be good citizens. Both in your interest and our own we cooperate in your industrial development program for bringing new industries here and encouraging industries already here to expand. In the last six years alone, we have furnished 229 acres of industrial land for that purpose, and have 326 more acres available. We have also helped you persuade plants to locate or expand on land we didn't own--on our lines if possible, but in any case in your area. This kind of help to your growing economy is something we are glad to give, whether it benefits us directly or not. Also we were happy to turn over to your community 17.6 acres of ours that were needed for your fine new Jones Falls Expressway.

"Incidentally, for what my opinion is worth, you are doing a remarkable job of rejuvenating your downtown area and improving your already fine port. We are glad to have what hand we can in it: both as to business and as to pleasant relationships, you are one of our favorite cities.

"It was no accident that when in 1955 we reorganized our ten thousand miles of railroad into nine regions, Baltimore became the headquarters of the new Chesapeake Region--with Jack Schwab, one of the best men, in charge. The region includes Salisbury, Wilmington, Chestor, York and Washington.

"You may be interested to know that in 1958 our Maryland taxes were two and a quarter million dollars and our Maryland payroll--most of it concentrated here in the Baltimore area--was 17 million. Except for the recession, it would have been a lot more. Even so, our tax and payroll contributions are, we like to think, just a drop in the bucket of the wealth that our presence and work here help your expanding city and your growing port to create.

"As to your port, we are as concerned as you are about the possible damaging effects of the St. Lawrence Seaway. Like yourselves, we fought the Seaway all down the line, both for business and for ideological reasons. We lost, and so we mean to live with it the best way we can; I imagine that is your attitude, too. I am sure we also share the view that the project should be required to live up to its commitment to charge tolls that make it self-supporting and self-amortizing. Our business stake there is clear, and so is our ideological stake as American businessmen. I think businessmen do neither themselves nor the country a favor when they get the Government to finance a project on the promise that they will pick up the tab--and then try to renege when the bill starts coming in.

"So much for our interest in helping you keep your economy expanding and prospering. I do have to add, though, that how much we are able to help depends a great deal on how well we ourselves manage to do as a business. Last year, as you may know, we and a lot of other Eastern railroads did very poorly. As a matter of fact, the Pennsylvania's net earnings for the year came to just a little over three million dollars. Our railroad represents an investment of two and a half billion dollars--so our return on investment was just over one-tenth of one per cent. And even that microscopic return was earned at the cost of heart-breaking curtailments in employment, in service, and in maintenance and improvement of plant and equipment.

"How, you may well ask, does an earnings situation like that on the Pennsylvania affect you and your economy here in Baltimore? Well, it cuts down the money we have available for acquiring and assembling good industrial sites. It restricts us in buying the special cars called for by some of your freight, as well as the conventional cars we should be buying. It limits our progress in technological improve-
ments that would save money for us and mean better service for you. It keeps us from maintaining our freight and passenger fleets in readiness for peak loads of business. I hope none of you had to ride on some of the cars we had to press into service during the recent airline troubles: they were safe, but that is all I can say for them.

"And I trust you will not be among those hurt by a nationwide freight car shortage that is sure to come if heavy industry returns to 1956 levels before the railroads can repair their backlog of bad-order freight cars. At the end of 1958 almost one in four of our 174,000 freight cars was stored in bad order. At present-day prices that's about one-third of a billion dollars worth of equipment lying idle--over 40,000 cars that should be ready to serve the shippers and earn us a return on that investment. Fortunately, we began climbing out of the red in the second half of the year, and are now working away on our backlog. But it will take us more than a year at best to get our fleet in a reasonable state of repair.

"Meanwhile, please don't let anything I have said discourage you about the future of our service. It will always be here for you, and we mean to keep improving it. The troubling thing is the slow rate of improvement--held down as it has been in the past several years by low earnings. You know what the problems there are--government interference with every phase of management's control of the business--too big a passenger set-up for the available market--the built-in deficits of the commuter business--government-provided and untaxed highway and airway facilities paralleling our privately-owned and heavily-taxed facilities. Some of these situations, together with an imbalance of short hauls and of terminal expenses, make the problems of the Eastern roads even worse than those of the industry generally.

"Last year, helped by support from many communities like yours, we secured limited relief from some of the restraints on us. The three per cent freight tax was removed. We were given slightly more control over our rates, including the promise of being allowed to lower them to compete for business. We were given some help in our efforts to tailor our passenger services to realities. And in a growing number of commuting communities we secured public recognition of the fact that if commuting service is to be retained, the community must participate in financing it. These advances, though only the first steps toward real equality in transportation regulation and taxation, do represent progress--and we mean to make use of them to your advantage and ours.

"Meanwhile, we ask your continuing support, both in our efforts to implement the limited business freedom we have been granted, and in our efforts to secure still more freedom. Our ultimate objective is very simple. All we ask is that our power to serve--and thus to earn and improve--be put on the same basis that your business is on--and that the rest of the transport industry is on.

"The other way you can help us and yourselves is to give us more of your patronage. We are by nature a volume operation. Only by handling volume can we make the money to give you the constantly improving and expanding service a community like yours needs to grow on. We've been an artery of Baltimore's and Maryland's economy for over a century. We want the job for another century--and we want to do it the way it needs and deserves to be done.

"Thank you--and I hope you have a lot of questions."