Results of Nation-wide Railroad Poll

PENNSYLVANIA RAILROAD
"Railroad that showed most improvement"

STUART T. SAUNDERS
"Railroad man of the year"

The upsurge of the Pennsylvania, America's "New Look" railroad, has won recognition throughout the industry. That is made clear by a poll which Modern Railroads, a national magazine of the railroad industry, conducted among a cross-section of its 29,800 readers. The results were announced in its January issue.

The first question in the poll was: Who is the Railroad Man of the Year—the person who did the most for the railroad industry during 1964?
In first place was Stuart T. Saunders, chairman of the PRR Board of Directors. He received 27.3 percent of the votes. In second place was J. E. Wolfe, chairman of the National Railway Labor Conference, with 15.8 percent of the votes.

The next question was: Who was the person most in the railroad news during 1964?
Here again, the readers of Modern Railroads voted Mr. Saunders first, with 30.4 percent of the ballots cast. Second was Ben W. Heineman, board chairman of the Chicago & North Western Railway, with 21.2 percent.

The third question was: What was the outstanding railroad for 1964?
The Norfolk & Western got the most votes—29.1 percent. Other railroads that received substantial numbers of votes were: Pennsylvania, Florida East Coast, Chicago & North Western, Atlantic Coast Line, Santa Fe, B&O, Missouri Pacific, Southern, Southern Pacific and Union Pacific.

The fourth question was: What railroad showed the most improvement during 1964?
The Pennsylvania Railroad came first, with 22.2 percent of the votes.
The PRR was followed by the Chicago & North Western, with 18.1 percent of the votes; Florida East Coast, 15.3; Baltimore & Ohio, 11.1; New York Central, 10.3.

The next question voted on was: What was the most important railroad event of 1964?
The Modern Railroads readers gave first rank to the settlement of the work rules case. After that, they chose: The merger of the Norfolk & Western with the Nickel Plate and the Wabash; other merger developments; the growing use of unit trains for hauling coal and other bulk commodities.

The last question in the poll was: What was the outstanding development in railroad "hardware" or equipment during 1964?
The items listed most often were: High-cube and other new types of boxcars; other kinds of special cars; new types of locomotives; new types of track maintenance machines; and devices to weigh loaded cars while coupled and in motion.
Below, typical PRR employes talk about some of the things they've noted that help explain why PRR was voted the most improved railroad.

Signal Foreman Robert A. Berg, Harrisburg Division: "I've noticed we've been getting new devices, such as hotbox detectors and wheel checkers that detect defects in car wheels. These things will contribute to the safe running of the Railroad. These kinds of improvements, plus such things as new cars and unit trains, show the Railroad's deep interest in what the public desires in transportation and special facilities."

Andrew Banchak, car inspector, 55th Street Yard, Chicago Division: "I can see several reasons why the Pennsy was picked as the railroad showing the most improvement. I mean, I can see all the new cars we've been getting—Cushioned Cars, jumbo boxcars, stock cars. We're doing a better job of repairing cars, too; our bad-order ratio is much lower than before. That means fewer cars sitting around waiting to be fixed—more cars on the road, doing business, bringing in the money that pays our wages. Freight cars are the backbone of our service, and this kind of improvement is boosting the whole railroad."

Patrick J. Byrnes, conductor, Tiff Yard, Buffalo, Northern Division: "The changes in our yard setup in the Buffalo area are enabling our cars to make better connections, so we're giving shippers better service. And I note that we're giving cars more careful handling, too. On the unit trains that come in here, we're moving the cars out faster. The receivers like this, and it keeps the yard clearer. People will come where they get the best service, and I think our customers have been noticing the improvement on our railroad."

George Ogilvie, yardmaster, Island Avenue Yard, Pittsburgh Division: "The amazing increase in TrueTrain traffic is one of the big things I've noticed. I know our Railroad has enlarged and improved TrueTrain terminals at many points and built new ones. And we've been adding more trains for TrueTrain traffic. When I see these trains barreling by here, I know we're on the upgrade. Trains spend less time in the yard—we get them through fast. "New equipment has contributed a lot. So has rearranging of service to make better train connections. We've changed schedules any number of times to take care of our business. We're a New Look railroad in many ways. I'm pleased that railroad people all over the country have noticed this."
Judo is fun say PRR men who teach it

In these days of skiing, scuba diving and sky diving, when sports become more and more expensive, Melvin N. Ginter says you'll find most fun and health in a sport that costs almost nothing.

In judo, says Mr. Ginter, a PRR car distributor at Buffalo, N.Y., the only equipment you need is a padded mat. The only uniform is a white canvas coat, and that's optional. You don't even need shoes. You have a great time while learning a practical method of self-defense, he says.

The stocky, muscular Mr. Ginter, who learned judo at the Tokyo Police Academy while stationed in Japan with a U.S. Military Police unit, now teaches the sport in Buffalo. His assistant is slim, wiry Charles D. Corl, PRR air-brake examiner (the "assailant" in these photos).

Currently they have 25 students in an adult education class at West Seneca High School, in suburban Buffalo. Previously they taught 25 men of the Lackawanna, N.Y., police force, and VMCA classes at Tonawanda, N.Y.

Their students have included PRR men: Electrician G. F. Breidenstein, Fireman L. B. Woodard and Fireman J. A. Cooper.

"We're doing all this on one of the busiest parts of the Railroad, and in the heart of a city," Mr. Mays points out. "We've got to avoid tying up the Railroad or jamming city traffic. That's constantly on our minds."

The work program goes like this:

Each new bridge girder—all-welded, completely fabricated, with its final coat of paint—is delivered to a storage yard near the project. There one group of PRR men puts on ties, with spacing bars to secure them.

Another group, meanwhile, is removing the old span and shipping it off for scrap. They repair piers and backwalls, put in new concrete where needed, and install new masonry plates, upon which the girder will rest.

When that is done, the new span is put on a flatcar at the storage yard, is brought to the site by work train, and is placed in position by derricks.

The tense moment comes as the girder comes down on the masonry plate. Men watch to see that the holes in the end of the girder fit exactly on the anchor bolts that had been concreted into the pier.

"Another perfect fit," General Foreman James D. Jones calls out, and the men relax—and then get started on the next span.

The work program goes like this:

Most of the 60 men working on bridge renewal at Chester, Pa., were on furlough when this big construction project was planned. The Railroad called them back to work and brought them to Chester from five PRR Divisions—Northern, Lake, Pittsburgh, Harrisburg, Chesapeake.

"And despite different work backgrounds, they have formed one of the finest heavy construction teams I've seen," says J. W. N. (Nels) Mays, assistant engineer of structures, who is in charge of the job.

"This is a new kind of project, using new principles and methods, and the interest and adaptability these men have shown are vital in helping us push it through in minimum time."

In 58 days, all spans on Track 2 have been completed, and the track is back in service. Work is now proceeding on Track 1.

When the entire project is done, 10 old bridges will have been replaced with 10 new ones, consisting of 100 spans. Seventy-six spans on other bridges will be repaired with new concrete and steel work. In all, about 700,000 pounds of new steel will go in.

"Another perfect fit," General Foreman James D. Jones calls out, and the men relax—and then get started on the next span.
Men selected from PRR ranks...

TRAINING FOR MANAGEMENT JOBS

Railroaders who are presently enrolled in the apprentice program and those who have recently completed training, like those pictured below, testify to the value of this PRR undertaking.

"Our apprentice program," Mr. Kennedy sums up, "is a big step in building the Railroad of Tomorrow."

Ronald Radke, 29, is a personnel apprentice serving in Cleveland. He never attended college, but has taken correspondence courses.

"I believe that the Pennsylvania Railroad's management training program is an excellent one," Mr. Radke comments. "It helps to give you a good overall picture of day-to-day operations."

Mr. Radke is married and the father of three children, two boys and a girl. He started his Railroad career as a stenographer in the assistant trainmaster's office in Cleveland in 1953. He later progressed to assistant movement director, then to movement director, all in Cleveland.

He liked transportation work, he states, but the field of personnel management interested him even more. And so he took the opportunity to enter the PRR training program in June of last year.

Aside from a short stay at System headquarters in Philadelphia, he has spent his apprenticeship thus far in the Lake Division personnel office in Cleveland.

He considers it all worthwhile grounding for the future. As he puts it: "My work now involves a variety of personnel matters of train and engine service."

"It's really basic training for an examiner's position, specializing in the operating side. I'm certainly glad I joined the program."

Gale A. Hursey, 27, a transportation apprentice at Pitcairn, Pa., started with the Railroad as a fireman in Columbus in 1956.

Following Navy service from 1957 to 1959 in jet mechanics at an air station (he likes flying, has over 100 hours as a student pilot in light planes) and graduation from Iowa State in June, 1964, he returned to the Railroad and entered his present training program.

Mr. Hursey began his apprenticeship at Cresson, Pa., "riding trains in and out of there, getting to know the track and transportation operations."

Then came tours of duty at Altoona—"becoming familiar with the movement of traffic through the terminal"—and at Georgetown Yard, near Cadiz, Ohio—"helping the assistant trainmaster, observing yard clerical operations, instructing train crews, and learning a great deal about how the Railroad is run."

This past December he moved to Pittsburgh, working with the rules examiner and crew dispatcher, and brushing up on safety regulations.

In January of this year he was assigned to Pitcairn Yard.

Mr. Hursey, who is single, is favorably impressed with the whole program: "PRR men are doing a lot to help—they want me to learn as much as I can, and do as much as I can. That suits me fine."

Thomas C. Shelter, 34, supervisor of labor relations, Harrisburg Division, came up through a PRR apprenticeship. He did not go to college.

Mr. Shelter recently handed out cigars, on the arrival of a baby sister for his two sons. He's from a PRR family: His late father, Thomas E., was captain of police in Altoona; his brother, Leroy, is a train dispatcher there. An amateur photographer, Mr. Shelter also likes gardening.

He started on the Railroad as a yard clerk in Delmar, Del., in 1950, later serving "all over the Delmarva Division doing everything from selling tickets to calling crews."

He became a crew dispatcher before entering the Navy, in 1952, then rejoined the PRR in the same capacity. He later moved to Thurlow at Chester, Pa., as yardmaster.

"In 1957 I had a chance to join the personnel apprentice program," he says, "and I took it. Here was a program with 18 months of good, solid training. I began in Baltimore."

Later, a series of advances in personnel and labor relations led to his present post in 1964. He sums up: "The apprentice program was the greatest thing that happened to me. Without a college education, I was fortunate enough to get in a program tailored for college graduates. "Once you're in, you're all in the race on equal terms, as you prepare for the future."

Walter C. Rockey, Jr., assistant trainmaster (night) at Greenwich Yard in South Philadelphia, showed a great deal of potential for future leadership.

Mr. Rockey began working for the Railroad in 1957 as a clerk at Mingo Junction, Ohio, while a student at Ohio State. Following his graduation in June, 1962, he signed up in the Pennsylvania's training program.

His first assignment was in Indianapolis where he served, except for six months of Army duty, until January, 1964, when he was transferred to Thurlow in Chester, Pa., as a yardmaster trainee. That July he was named to his present post.

Mr. Rockey, whose father is assistant superintendent of marine transportation at Jersey City, met his wife, Judy, on the Railroad. "She was a PRR secretary in Terre Haute when we met," he explains.

Mr. Rockey is a Phillies fan, likes hunting and fishing, and "just watching" the stock market.

"The apprentice program," he says, "provides valuable insight into various departments and how their work relates to yours. The broad experience it gives you can pay off—like here at Greenwich, where we try to dispatch ore trains every four hours when we have a boat working."
MRS. SMITH’S ELECTRIC BILL
How Railroaders Help Keep It Low

Mrs. Smith is a typical housewife. She wouldn’t know a unit train if she saw one. But this new rail service is helping her manage her budget while she enjoys the use of convenient, abundant electric power to ease her daily chores.

Unit trains, hauling coal at reduced rates to electric power plants across the country, have helped the power firms cut their costs by about $50 million a year, states Joseph E. Moody, president of the National Coal Policy Conference.

And a large part of the savings, he adds, will go to consumers in the form of reduced electric rates.

The PRR has led in developing the unit train idea: fast, regularly scheduled runs between producing and consuming points for bulk materials like coal, ore, grain and gravel.

The Railroad now runs nearly 300 "coal expresses" a month on the unit train principle. The most advanced version of this is now serving Pennsylvania Power & Light Company. Here the PRR provides the crews and power; PP&L provides the cars, tailor-made for the job.

A high-speed, 74-car train shuttles between western Pennsylvania mines and two PP&L plants, at York Haven, Pa., and Martins Creek, Pa.

"This represents another breakthrough in cutting fuel costs," says an official of PP&L. "Savings are realized in speeding up the 'turn-around' procedure. Empty cars can now be returned in about two days.

"Savings also are realized because there is no need to switch and route cars to a number of separate destinations. Most important to PP&L, however, is that the unit train means further gains in our continuing drive for new economies, which are passed on to our consumers in the form of lower rates."

Special facilities for fast loading at the mines and unloading at the plants contribute to this operation. So do on-time runs by PRR crews.

"Railroaders, like consumers, have a big stake in economical, efficient movement of coal to power plants."

Electric devices help ease life for the busy housewife. Unit trains, hauling coal from mines to electric power generating companies, help keep her electric bill low.

Thomas Williams, a PRR electrician in New York, saw the light while attending church one day in 1958.

It was a bright vision of service to God, the inspiration to become a preacher. As Mr. Williams tells it: "I was always interested in church work and now I realized my goal was the ministry. My pastor at St. Paul’s Community Church suggested that I enroll at Shelton Bible College."

So Mr. Williams began studying for the ministry at night while working at Penn Station during the day. In 1961 he was ordained to the deaconate, and in 1963 attained his full eldership. He was thus qualified as a regular minister but without his own church.

He takes charge when his pastor is on vacation, gives communion to shut-ins, and works with young people in sports (basketball is his "pet") and choral singing.

"To me preaching is the greatest calling anyone can have," says the Reverend Williams. His wife, Pecola, agrees. Formerly in hospital service, she now helps her husband in church work. "I believe we have the perfect marriage," she says.

Their son, Walter, 21, is studying to be a lab technician. Mr. Williams joined the PRR in 1946, following his father, Silas E., now a retired Railroader. As the minister notes: "People who’ve known me over the years think of me as a Railroader rather than a preacher. Both fields have been rewarding in giving me a better understanding of people."

The Reverend Is a Railroader
Inauguration Day
In Washington

PRR men handle the big rush in stride

Railroaders may not have shown up at any of the Inaugural Balls but they were there for President Johnson’s Big Day.

They helped move a tide of PRR travelers, as varied as the West Pointers shown above, newsboys treated to a Washington trip by their paper, and the Governor of Indiana.

Their assignments varied as much as that of Patrolman John R. Logue, who was assigned to protect the “Pullman City” set up at Union Market Yard, at Washington; and Sales Representative Joseph M. Broughton, who escorted the Connecticut Governor’s Foot Guard from New Haven.

Then there was Train Dispatcher Bruce Woodrow, who helped keep traffic flowing smoothly from the Baltimore nerve center of the Chesapeake Division; and Operator Irvin Myers, controlling switches and signals at Landover Tower, just north of Washington, where PRR freight and passenger lines diverge and where the heavy movement into busy Union Station was monitored.

It was at Landover that two trains of Coast Guardsmen, from New London, Conn., and Cape May, N.J., were switched into Union Market Yard, normally a receiving point for perishables.

Hours earlier, PRR men were busy shifting reefer cars, setting up extra floodlights, checking interlockings and lubricating switches. They arranged for water, fuel and sanitary facilities for the Coast Guardsmen, who spent the night in the parked Pullmans.

While the city of Washington was getting into the festive spirit, PRR men were busy in this Pullman City. Electrician Richard Shiflet, for example, charged batteries on the 51 passenger cars at the yard and made sure the diners had standby electric power from portable generators.

Car Inspector Robert G. Cooper made sure the water supply was replenished.

Altogether the PRR ran nine special trains plus extra cars on regular trains for the Inaugural. The passengers included 700 West Pointers, routed to a B&O yard via PRR, and 392 Philadelphia newsboys. Other newsies who were prevented from taking the trip due to school exams, were given a makeup visit to Washington later.

Elmer F. Schrumpf, PRR special movement supervisor, points out that arranging for equipment and other details for these moves had been worked out months in advance.

Rail Historian Helps Students

Villanova University students who choose the subject of transportation for term papers have a friend in C. S. Stephens. Agent at PRR’s passenger station near the campus, he lets them use his collection of railroad lore.

It consists of books, maps, time-tables and other mementoes of the PRR and other railroads of the U.S., Europe and Asia.

Mr. Stephens’ interest has carried him into forgotten corners of railroad history. He has discovered the graves of 28 railroaders who died in a cholera epidemic in 1832. They were building the Philadelphia & Columbia Railway, a predecessor of PRR. The grave site, marked only by a border of stones, is just west of Paoli.
A lot of people were unhappy when suburban trains in the Pittsburgh area ended their service on November 27, 1964. A lot of people felt that this PRR rail service was essential to this busy metropolis—to reduce the number of autos on crowded highways and help keep the city from choking in traffic and parking problems. A lot of people felt that way, but there weren’t enough of them—at least not enough who had the conviction that this was a public service requiring public funds.

For ten years, officials of the PRR have been trying to find a solid basis for preserving suburban service at Pittsburgh. "Why don’t you expand service—run more trains to attract more riders?" people asked repeatedly.

The Railroad tried that very thing. In May and June, 1954, there was a strike of Pittsburgh bus and trolley operators. The PRR put on 22 extra trains daily in addition to the regular 36 trains. Passengers increased from 8,000 a day to more than 25,000. City officials, the public and the press praised the service.

When the strike ended, the Railroad announced a dramatic experiment: It would run the extra trains for a week to see if the new riders would stick. It promised to keep any train that received enough business to keep the expense of operating it.

In pamphlets and newspaper ads, the PRR said to the commuters:

“Now that we’re acquainted, let’s go steady.”

What happened?

On the first day of the experiment, almost half of the new riders went back to buses and trolleys. By midweek, the extra trains were averaging fewer than 35 passengers each, compared with 250 during the strike. At the end of the week, the extra trains had to be taken off.

"We gave it the old college try," said J. A. Appleton, then vice president at Pittsburgh, "but it didn’t work out.”

Since then, PRR officials have repeatedly warned that the Railroad could not continue to absorb the commuter service financial loss (which even at its lowest point averaged about $1,000 a day). The only solution, the Railroad said, was some kind of financial support from the local government.

The problem was easy to understand. Commuter trains are busy only two hours in the morning and two in the evening, five days a week. It is impossible to meet expenses on that basis. On the other hand, the trains are performing a public service by lightening the peak loads on the highways. Without the trains, more highways and parking facilities would have to be built, and the cost would be far greater than the sum needed to keep the trains going.

That point of view became the official policy of the City of Philadelphia, but did not make headway at Pittsburgh.

In 1960, the PRR announced that it would request permission to end its Pittsburgh commuter service. The Pittsburgh Port Authority then consulted with the Railroad and asked the PRR to come forth with a plan for preserving and improving the service.

The Railroad submitted a bold blueprint: a nine-fold increase in service, new self-propelled cars, cut-rate fares. This was studied by the Port Authority, which concluded it was "too expensive in public funds.”

The Port Authority then proceeded with its own plan for taking over the city’s trolley and bus lines but omitting the railroad lines. It stated that railroad riders could be "accommodated adequately" by the combined system of trolleys and buses.

The PRR continued its efforts to be included in the Port Authority’s plan, but at the same time appealed to the Interstate Commerce Commission and the Pennsylvania Public Utility Commission for permission to discontinue the trains.

As PRR Vice President Morton S. Smith put it: "We want in (under Port Authority operation) or out (of the commuter business)."

On October 27, 1964, the Port Authority announced its final decision not to take over PRR suburban lines. And on November 27, the suburban trains made their last runs.

This time his wife, Adelyle, had contracted the flying bug; and by 1958, she was soloing, too.

They both now are licensed pilots, each with more than 300 hours in the air. They’re among the few husband-and-wife pilot teams in Ohio.

The Van Buskirks had their own Piper four-passenger Tri-Pacer for a time, but sold it so they could give rides to friends and family. Their daughter Wanda and her husband and four children, aged 2 to 7, have all flown with Grandpa and Grandma Buskirk. Son Howard Van Buskirk, II, began taking flying lessons, but was called into the Navy. He’s now a Naval aircraft mechanic.

The flying couple has a variety of favorite air trips. They may fly to Lakefront Airport, Cleveland, where they’re a short walk from the airport. Ready to move, he calls airport tower, New Philadelphia, O., for okay to fly.

When Howard Van Buskirk was a boy in Akron, Ohio he had two fascinations: Trains rolling by and aircraft zooming overhead.

In 1933, he joined the PRR as a freight handler in order to become a pilot. When his solo flight was in 1957. By this time his wife, Adelye, had contracted the flying bug; and by 1958, she was soloing, too.

They both now are licensed pilots, each with more than 300 hours in the air. They’re among the few husband-and-wife pilot teams in Ohio.

The Van Buskirks had their own Piper four-passenger Tri-Pacer for a time, but sold it so they could give rides to friends and family. Their daughter Wanda and her husband and four children, aged 2 to 7, have all flown with Grandpa and Grandma Buskirk. Son Howard Van Buskirk, II, began taking flying lessons, but was called into the Navy. He’s now a Naval aircraft mechanic.

The flying couple has a variety of favorite air trips. They may fly to Lakefront Airport, Cleveland, where they’re a short walk from the airport. Ready to move, he calls airport tower, New Philadelphia, O., for okay to fly.
President plans new high-speed rail service

President Lyndon B. Johnson, in his State of the Union message, announced he will ask for funds "to study high-speed rail transportation between urban centers. We will begin with test projects between Boston and Washington. On high-speed trains, passengers could travel this distance in less than four hours." President Johnson also said he will recommend "heavier reliance on competition in transportation," thus implying more freedom in the marketplace between the various forms of transportation, instead of rigid Government controls.

His proposals were hailed by Pennsylvania Railroad officials. Board Chairman Stuart T. Saunders stated: "President Johnson's remarks regarding transportation offer great encouragement to the Nation's railroads.

"The President indicates his recognition of the urgent need for high-speed rail transportation, particularly in the increasingly congested Boston-to-Washington corridor. I believe that his support will bring the prompt and decisive action necessary to implement this project. The Pennsylvania Railroad has cooperated with the Department of Commerce in its studies so far, and we are ready now to participate in the testing phases. It is fortunate that we already have an electrified line between Washington and New York which can be adapted to high-speed passenger train service.

"The President's recommendation for heavier reliance on competition in transportation coincides with the rail industry's objectives of more flexibility in rate-making and improved opportunities to compete on a more equitable basis with other modes of transportation."

Dock strike hurts the PRR—More than a hundred Pennsylvania Railroad rail employees were furloughed as a result of the strike of East Coast longshoremen—the men who load and unload ships. Loaded freight cars approaching the ports for overseas shipment were sidetracked as the strike began on January 6. Other shipments to the ports were canceled by shippers. At the end of the first week of the tieup, the PRR had lost more than half a million dollars' worth of freight business.

Needed: covered gondolas—The PRR's covered gondolas are in extreme demand for hauling coiled steel, reports Harry D. Morris, who manages the Pennsylvania Railroad's special equipment fleet. Steel production is at the highest level since March, 1960, he said, "and every effort should be made to keep these cars moving."

Bargain fares go into effect—Special round-trip fares for weekend travel, cutting costs by one-third, went into effect on January 30 beginning between Washington and New York. Some 275,000 persons took advantage of this feature last year, and the PRR expects to attract even more riders this year, said John B. Dorrance, general manager of passenger sales. Examples of the savings: Round-trip coach fare from Washington to New York, regularly $21.36, is only $14.20 with a special weekend ticket; to Philadelphia to New York costs $5.75, instead of the regular $8.60. Similar reductions are in effect between Baltimore, Wilmington, Trenton, Newark and terminal and intermediate points. Passengers are provided with a fleet of 108 modern refrigerator coaches, 70 of which were placed in service within the past two years, Mr. Dorrance pointed out.

Court continues temporary ban on railroad strike—The U. S. Court of Appeals on January 25 let stand a lower court's temporary order blocking a strike by three shopcraft unions against the Nation's railroads. The PRR has completed installation of 59 new detectors, making a total of 83 in service. They are spotted at locations where hotboxes most often occur, on the main line or at entrances to yards. The PRR has installed its first two wheel checkers. These new devices, located near Harrisburg and Morrisville, Pa., detect loose wheels, broken treads and broken flanges.

Support for President's education goals—"I believe that President Johnson is reflecting the will of the citizenry when he sets out to broaden educational opportunities," said PRR Chairman Stuart T. Saunders in a speech before the Michigan Colleges Foundation, Inc., at Detroit. "He expresses the aspirations of every responsible person to give his children better preparation for coping with the complexities of life, which are multiplying at a bewildering pace."

Retirement Tax takes biggest bite—January paychecks reflected the increase in the Railroad Retirement Tax from 7 1/2 percent to 8 percent of the first $450 of earnings each month. That means an increase in the tax from $32.06 per month to $36.56 per month, or a new yearly tax of $438.72. The Railroad pays an equal amount per employee, and $15 per month additional into the Unemployment Compensation Fund. This provides a big advantage to trucking, airway and waterway firms, which are under Social Security, and the tax per man is only $174 per year.

PRR race train begins operation—With the opening of the horse racing season January 11 at Bowie, Md., the PRR began operating a daily special from Philadelphia directly to the track. The train includes a snack bar and a coffee shop car featuring hot lunches and sandwiches. Combination tickets, which include special train fares and admission to the grandstand, are available.

Truckers had a good year—Although America's freight railroads increased their revenues by 2.5 percent in 1964, trucking firms enjoyed an increase of 7.2 percent. This was reported by Charles A. Webb, new chairman of the Interstate Commerce Commission. He also stated that revenues of bus lines increased 4.7 percent, while railroad passenger revenues fell 15.5 percent. Mr. Webb said he is hoping for a report and recommendation soon from the examiners who held hearings on the proposed merger of the PRR and New York Central, but he declined to predict when the report will come through.

Increase in hotbox detectors—The PRR has completed installation of 59 new detectors, making a total of 83 in service. They are spotted at locations where hotboxes most often occur, on the main line or at entrances to yards. The PRR has also installed its first two wheel checkers. These new devices, located near Harrisburg and Morrisville, Pa., detect loose wheels, broken treads and broken flanges.
Why is Conductor Bob Marinaro’s family so delighted when he comes home?

Answer: He brings The Pennsy

This publication is produced with all the family in mind. Please oblige us—and them—by taking The Pennsy home.