The PENNSY
News for the Pennsylvania Railroad Family

JUNE 1, 1965

PRR MEN AFLOAT
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Chairman Saunders reports to stockholders:

PRR MAKES NEW GAINS

The stockholders, the people who own the Railroad, gathered in Philadelphia on May 10 to hear an accounting from the officers who run the PRR in their behalf.

It was the 118th annual meeting of the stockholders, and they heard encouraging reports on recent PRR advances and dramatic plans for further improvement.

They also heard an optimistic forecast for the remainder of 1965—"the current outlook for business is bright," said Board Chairman Stuart T. Saunders.

And he heard about a number of problem areas—commuter service, for example, where, Mr. Saunders said, "we must have more public assistance in order to maintain these services and improve their quality."

The more than 700 stockholders in the grand ballroom of the Sheraton Hotel ranged from investors with thousands of shares to one- and two-share owners, such as 12-year-old Barry Lee Zubrow, of Wynnewood, Pa., who got one share as a birthday gift and saved up his allowance to buy a second, and was excused from school so he could attend the stockholders' meeting. Also in attendance were active and retired PRR employees, such as Norman H. Beck, a requisition marker in the Material Management Department, and Paul A. Beecher, retired ticket clerk at York, Pa., who bought his first share of stock 35 years ago.

All found it gratifying to hear that the Pennsylvania Railroad earned $29 million in 1964, compared with earnings of $9 million in 1963 and a loss of $3 million in 1962.

"Our improved 1964 showing enabled us to resume regular quarterly dividends and to pay a total of $1.25 a share," Mr. Saunders told the gathering.

"We have made a good start toward still better results in 1965. Railroad earnings for the first quarter were $4.2 million, an increase of 33 percent over the first quarter of last year."

Mr. Saunders announced that the PRR in 1965 is embarked on a $220 million improvement program, involving equipment, roadway and facilities.

David C. Bevan, chairman of the PRR Finance Committee, explained where this $220 million will come from. Some $60 million, to be used for roadbed and facilities, will be a cash outlay. The equipment, which will cost $160 million, will be leased or bought "on time" through conditional sales contracts and paid for over a period of years.

Mr. Saunders reported that PRR wages, salaries and fringe benefits increased $37 million during 1964, and the total compensation paid was more than $454 million.

"About 55 cents of each operating dollar that we take last year into wages, salaries and fringe benefits," he said.

"These costs will rise approximately $13 million this year and another $10 million in 1966, based on present contracts. Altogether, over a three-year period, we must assume added labor costs of $50 million, or an increase of nearly 13 percent."

"In 1964, the average wages for a Pennsylvania employee were $8,112, including $851 in fringe benefits. Our workers are among the highest paid in the nation. The railroad industry ranks with steel, automobiles and petroleum in average hourly pay."

Mr. Saunders emphasized that a major responsibility of Management in revitalizing the Railroad is to devise new services and to sell them aggressively. Already, he said, the PRR is obtaining substantial benefits from three such services, all pioneered by the PRR:

1. "Our TrucTrain piggyback service produced revenues of $33.5 million last year, an increase of 63 percent over 1963, and is still growing at approximately the same rate."

2. "Revenues from transporting automobiles from assembly plants to distribution centers jumped 61 percent last year to $9.5 million. In the
first quarter of this year, these revenues showed a comparative gain of 81 percent.

3. "Our unit trains have been remarkably successful. This is a most productive application of an idea for transporting coal directly from mines to power plants and other consumers in solid trains operating on a shuttle schedule. We built these trainload deliveries from a few experimental trains in 1962 to 150 trains a month by the end of 1963, and 350 a month in 1964. By the end of this year, we expect to be operating about 500 such trains a month."

The Pennsylvania "is adapting the unit train concept to volume movement of other bulk commodities, such as iron ore, grain, gravel and sand," Mr. Saunders continued.

"Experimentation of this type is another example of merchandising our services. If we can show our shippers how we can perform an entirely new service for them, we can attract the additional business we need to bolster our gross revenues."

"Our traffic salesmen, backed up by our operating people, are actively seeking more ways to help our customers solve shipping problems."

"Day by day, we are exploring virgin areas in market research, analyzing the patterns of freight movement to find new sources of traffic. For example, during the past year the Pennsylvania has inaugurated four new time-freight trains between key points in the East and West."

Perhaps the most difficult part of the PRR's business to fit into the revitalization program is passenger traffic, with its continuing deficits, Mr. Saunders continued. Passenger revenues in 1964 were down 2.4 percent below 1963, despite the World's Fair traffic.

"It is increasingly apparent that only one intercity passenger route, the 225 miles between Washington and New York, has the likelihood of generating enough passenger volume for profitable operations," Mr. Saunders said.

"We are upgrading this operation as much as we can in relation to the prospective return on our investment. We have spent $17.5 million in the past two years to improve it."

"President Johnson has committed his Administration to developing a high-speed rail passenger service in the Boston-New York-Washington corridor. We have been collaborating with the Department of Commerce in preparing such a demonstration project and we are making good progress in developing a plan. I hope that a favorable announcement can be made in the near future."

"Tentatively, we are thinking of operating trains with new equipment on a three-hour schedule between New York and Washington at speeds up to 125 miles per hour. This would cut nearly an hour off present schedules."

"Our target is to get these trains in operation before the end of next year. In less than five years we hope to have trains on this route traveling at speeds of at least 150 miles per hour."

"Commuter service continues to be a difficult problem, accounting for a loss of $16 million last year, Mr. Saunders said, even though States and cities provided $3.4 million in contract operation payments."

"This year," he said "we are asking for minimum public assistance of $8.8 million."

"This is not a subsidy for the Pennsylvania Railroad—it is a subsidy for the public that uses these services. In metropolitan areas, public funds help to upgrade railroad commuter lines will buy as much as 20 times the transportation per dollar as will money spent on expressways."

Mr. Saunders disclosed that the PRR has started negotiations to have the State of New York take over the PRR-owned Long Island Rail Road on a sale or lease basis.

He concluded his address with emphasis on the importance of the Penn-Central merger, and expressed the hope that final approval will come without undue delay.

"As a merged company, he said, the Penn-Central will be able to compete effectively with the other two powerful new systems, one built around the Norfolk & Western, and the other resulting from consolidation of the C&O and B&O."

"The consummation of the Penn-Central merger will inaugurate a new era for railroad service in the East, one which will produce better transportation, better equipment, faster schedules, and incentive rates for all of the three competitive systems."

PRR President Allen J. Greenough detailed the PRR's 1964-65 equipment program.

"Motive power has been bolstered by 220 high-speed, heavy-duty diesels, replacing obsolete and less powerful units. The new locomotives "are enabling us to haul heavier trainloads at higher sustained speeds than ever before in our history," he said.

"A total of 10,787 new freight cars are being acquired and 15,000 of the others are being substantially refurbished."

"Practically all of the new cars are of sizes and special designs unknown until recently," Mr. Greenough pointed out. "Not too long ago, a 50-ton freight car was considered standard. By contrast, 6,300 of our new cars, or well over half, are of 100-ton capacity."

"The new cars include open-top hoppers, high-capacity covered hoppers, covered gondolas, extra-large boxcars, ore jennies and flatcars.

"The whole future trend in railroad freight cars will continue to be toward special-design, high-capacity cars, which will lower transportation costs through greater efficiency, and make it possible to provide individualized service and incentive rates for volume business," Mr. Greenough said.

Mr. Bevan reported that the PRR System's debt was reduced in 1964 by $19.9 million, leaving a debt totaling $761.3 million. This is nearly a third below the high point of PRR debt, in 1952, when the railroad owed $1 billion, $116 million.

"So far as I know," he said, "this is the largest debt reduction accomplished by any major company in this period, whether you measure by dollars or percentage."

While strengthening earning power through railroad improvements, the PRR is also seeking ways to diversify, Mr. Bevan said, and two major steps were taken in 1964.

In July, the PRR acquired 100 percent ownership of the Buckeye Pipe Line Company, which gave a return of about $6 million to the consolidated System income during 1964. The PRR also acquired controlling interest in the Great Southwest Corporation, a development company in the Dallas-Fort Worth area of Texas.

Mr. Bevan described the PRR's new computerized car control system, which links a data processing center at Philadelphia with 181 yards and stations throughout the Railroad.

"Up-to-the-minute information on the location and movement of cars is collected and distributed, thus speeding delivery and improving service to shippers, he explained.

"Computer methods will be used to aid scheduling of heavy repairs to cars and control of supplies and materials. The use of these methods for analyzing sales and marketing information, he said, "should help give our company the best informed sales organization in the industry."

All stockholders had an opportunity to question Company officers and express approval or criticism of PRR policies.
BRIDGE INSPECTORS

They guard the safety of PRR’s 10,000 bridges

At Wilmington, Del., Asst. Engineer H. P. Greene and Inspector P. J. Lyttle, on catwalk, check swing span on Christina River. Right: Mr. Greene scans a flange.

Harold P. Greene is a fellow who crosses his bridges before he comes to them.

"I give each one a mental going-over first," says Mr. Greene, assistant engineer of structures at System headquarters in Philadelphia. "Then, after studying the details, I know just what to look for when I visit the bridge. This helps me to do the job promptly and thoroughly."

His job is examining PRR bridges to make sure they’re entirely safe for train service. The railroad has approximately as many bridges as it has miles of line—almost 10,000.

All these spans get periodic check-ups by Mr. Greene and an associate, Senior Inspector Warren D. Streiff, who report to System Engineer of Structures John E. South. The spans are also checked by Division bridge inspectors, of whom there are two to seven per Division, depending on area and number of bridges.

PRR bridges vary in size from five feet to more than a mile long. They vary in materials—stone, wood, steel and brick. And they vary in construction—dozens of different types of deck plate girders, through plate girders, deck truss spans, through truss spans, and other forms that engineers design to fit each situation.

Masonry bridges are inspected for possible cracking or falling away of stone; wooden ones for deterioration of timber members; and steel spans for rusting, loose parts or need of paint.

"Out on a job," says Mr. Streiff, "we may be perched on a high girder or up to our knees in a creek. We may climb a ladder or just shiney up to a spot on the bridge."

"We’ve used a cherry picker—a kind of motorized elevator—and even an airplane, for observation during floods. And if it’s a deep stream, a diver may go down to have a look at the bridge foundations."

Changes in stream channels, caused by floods or dredging, can have an eroding effect on the stream bed supporting the bridge piers. So weighted lines are lowered to determine any changes in the depth of the bed.

Inspectors use calipers to check steel members—even a 1/16th of an inch deterioration is considered significant. They use chipping hammers to remove rust, ball-peen hammers to sound timbers for possible hollow cores, cameras to make permanent photo records of bridge parts for later study and comparison.

Lift spans, like the Delair Bridge at Philadelphia, are operated electrically. Bridge inspectors check the structural and mechanical parts; the electrical parts are inspected by electricians.

Public highways often span PRR tracks. Inspectors keep an eye on these, too, for signs of disrepair that could disrupt rail service, and they warn public officials if necessary.

System and Division inspectors cover PRR spans regularly. But their scrutiny is only part of the watch on the bridges. Trainmen and trackmen are also relied on to keep a lookout for any bridge conditions needing early attention.

As Mr. South points out: “Safety on the Railroad is everybody’s job, even on bridges.”

ON THE COVER: Foreman M. S. Fuoss rows Inspector F. J. Smith to span on Susquehanna River near Williamsport, Pa. Top photo: Mr. Smith takes a sounding.

At Louisville, Inspector G. L. Kalber checks sheave wheel, part of lift mechanism.

Senior Inspector W. D. Streiff photographs miter rail connecting movable and fixed spans on the PRR bridge at Louisville, Ky.

Rail-highway vehicle helps inspectors visit many bridges in one tour. Here it is on the Louisville bridge, nearly a mile long.

E. T. Lurcott, supervisor of structures, Southwest Div.; Senior Inspector W. D. Streiff and Inspector G. L. Kalber confer.
It all started in a curious way.

Copies of the Declaration of Independence were being given out as souvenirs during a Philadelphia convention of loss-and-damage prevention men, sponsored by the Association of American Railroads. It was a fitting momento of the city where the Declaration was signed.

Edward M. Rush, supervisor of loading services in the PRR’s Eastern Region, studied his copy during a lunchtime intermission. He became fascinated by the bold and forceful signatures of the men who pledged to support the battle for freedom.

“When you put your name down in black and white,” he mused, “it shows you really mean it.”

Afterward, the thought kept coming back to him. And one day recently, he sat down and sketched out a “Declaration” of his own. It concerned his own private war—against loss and damage of freight.

Ever since Ed Rush came to the PRR in 1945, as an extra clerk in the station at Sharon Hill, Pa., the sight of damaged freight and complaining letters from shippers have gotten under his skin.

“But this can’t be a one-man war,” he said. “Every railroader who has anything to do with freight, directly or indirectly, has a part in it.”

So on his “Declaration,” he inscribed this message:

“I pledge my support to assist in the Pennsylvania Railroad System 1965 program to prevent loss and damage and keep traffic on the rails, and to work in the interest of achieving the following goals:

“A minimum reduction of 25 percent in the overspeed impacts.

“A minimum reduction of 10 percent in the freight claim bill.”

Ed had 40 copies of this reproduced on 18-by-24-inch sheets. First he got George C. Vaughan, general manager, to sign one. Then he got the signatures of all the members of Mr. Vaughan’s staff. Then he sent copies circulating in yards, freight stations and offices throughout the Eastern Region.

“The response has been tremendous,” he says. “Thousands of our people have already signed this pledge.

“Many have taken the trouble to tell me they were happy to sign it as a personal commitment to our efforts. I got a kick out of a yard switchman who said: ‘The Railroad must be serious about this program if they come after a little guy like me to sign a big document like this.’”

Ed Rush is a stocky, thick-chested fellow who spent five years in the Army in World War II. On D-Day, the 6th of June, 1944, he went in on the Normandy beaches with a Ranger battalion, then linked up with the French underground and worked behind enemy lines. It was a very lonely feeling, he recalls, until the main force of the American Army came through.

“Sometimes when you’re battling to control the causes of loss and damage,” he says, “you get the same lonely feeling. But now I believe the army is coming through.”

Bible Collector

If you’re Irish and have a yearning to read the Bible in Gaelic, you can find a version in that language in the book collection of Dr. Leslie J. Boone.

If your language skills include Hebrew, Greek, Latin, Swedish, Welsh, French or Chinese, he can also show you Bibles in all those tongues.

Dr. Boone, medical director of the PRR’s Central Region, has 250 different Bibles or portions of Bibles, some more than 300 years old. He also has about 1,750 other religious works and about 3,000 other old or unusual books.

He has fitted out the basement of his Pittsburgh home as a reading room and book repository, with precise temperature and moisture controls to preserve fragile pages.

Dr. Boone got caught up in book collecting about ten years ago. As a church elder and Sunday School teacher, he was interested in old-time Sunday School lessons. A book dealer, who sold him several lesson books, one day offered a dazzling collection of other religious works, some dating to the 1500’s. Dr. Boone was an eager purchaser.

“From then on, the search for old and beautiful books has been a consuming hobby,” he says. “Almost everywhere I travel, I make a point of visiting second-hand bookstores, antique shops and other places where I might add to my collection.”

His collection of religious books is supplemented by such unusual finds as two Roman coins from the time of Christ; a book of pressed flowers from the Holy Land, dated 1896, and a Sunday School lesson in moving picture form, dated 1900.

Dr. Boone also collects stamps, gives first aid lessons to Boy Scouts, and is an active Mason. The man believes in hobbies.

“You don’t have to pick any of mine, but you ought to have some hobby,” says Dr. Boone, as a prescription for everybody. “It’s a bulwark for mental and emotional health as well as an enrichment of life.”

Dr. J. J. Boone and his wife display a wood-covered German Bible, dated 1768. Below is a page from the original edition of the King James Bible printed in 1611.
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B - A minimum reduction of 10 percent in the
freight claim bill.
Stars at Smithsonian

Their stacks spout no plumes of smoke, their wheels are still and whistles mute. But these PRR veterans stir visions of some of railroading’s most colorful days.

The old timers are the locomotives John Bull (built in 1831) and Pioneer (1851), and a coach (1836) formerly pulled by the John Bull. Today they are among the relics in the railroading display at the Smithsonian Institution in Washington. Donated by the PRR to the museum, each of these relics saw service on an ancestor road of today’s PRR System, the John Bull and the coach on the Camden & Amboy Railroad, the Pioneer on the Cumberland Valley Railroad.

“The John Bull is the oldest complete locomotive in America,” states John H. White, Jr., curator of land transportation in the Smithsonian’s Museum of History and Technology. The engine was built in England by Robert Stephenson, an early builder of the steam locomotives, order of Robert Stevens, of Hoboken, N.J., first president of the Camden & Amboy. Completed in May, 1831, it was disassembled, after a trial run, for shipment from Liverpool in July.

The locomotive, in service for the Camden & Amboy from 1831 to 1865, underwent several alterations. Cast iron driving wheels, for instance, replaced the original wooden ones. And a leading truck was installed to prevent derailing on curves. Other changes included addition of a bell, whistle and headlight.

The PRR, which acquired the Camden & Amboy in 1871, presented the John Bull to the Smithsonian in 1885. The venerable engine has remained there except for two excursions. In 1893 it moved to Chicago, on its own power, for the Columbian Exposition, and in 1927 to Baltimore for the Fair of the Iron Horse.

The Camden & Amboy coach on exhibit is described as the oldest eight-wheel passenger car in America. Curator White points out that it has all the features of the standard American type: platforms on each end; single compartment; seats on both sides of the aisle; and two trucks. However, this 1836 model is only one-third the size of a present-day standard passenger car.

It was one of two cars exhibited with the John Bull in Chicago. Both car bodies were original, but seats, trucks and some other details were replicas. The Smithsonian says the second car was known to be in existence as late as 1907. It would like to hear from anyone who might know when it was dismantled. Evidently it was scrapped before 1927.

A light passenger locomotive, the Pioneer, was built by Seth Wilmarth of Boston in 1851, and purchased that same year by the Cumberland Valley. This line, chartered to link the Susquehanna and Potomac Rivers, was one of two cars exhibited with the John Bull in Chicago. Both car bodies were original, but seats, trucks and some other details were replicas. The Smithsonian says the second car was known to be in existence as late as 1907. It would like to hear from anyone who might know when it was dismantled. Evidently it was scrapped before 1927.

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But it proved a fine engine for its purpose—light passenger traffic, he adds. Since 1901 it has been a historic relic, and in 1960 was given to the Smithsonian, where it is drawing crowds of spectators instead of trains.

In November the 10-ton engine was reassembled at Bordentown, N.J., by Isaac Dripps, working without drawings. State officials watched him guide the John Bull on the first steam run in New Jersey, an event now marked by a monument in Bordentown.

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OPEN LINE

PRR people aid upsurge of coal industry—New and improved cars and locomotives, operation of unit trains and new incentive freight rates are spurring the growth of the coal industry and improving railroad service to the steel industry. So reported Henry W. Large, PRR vice president, traffic, in an address before the Laurel Mountain Traffic Association at Greensburg, Pa. PRR tonnage from the coal mines it serves directly increased 7.7 percent in 1964, he said, and tonnage in the first three months of 1965 was 10.4 percent ahead of the similar period of last year.

"We look for the rise to continue, to the growing benefit of our railroad, our coal producers and our coal users, including the steel plants we serve," Mr. Large declared. He said that unit trains, featuring greatly reduced rates, are "doing a great deal to reestablish coal as an aggressively competitive fuel," and that a number of new mines have been opened and the output of existing mines increased in PRR territory.

The success of insulated cars to prevent the freezing of iron ore, he said, "means that from now on we will be able to haul most types of iron ore even in the coldest weather." Elimination of the need for street-side checks at all year-long application of the unit train idea. This will mean a much more effective car supply for steel and other industries needing open-top equipment.

Another boost to damage prevention—Harry Buckley, manager of loading services, reports that during April the percentage of overspeed impacts reached the lowest point since the compilation of such records began nine years ago. The April report was based on a study of hundreds of tapes from impact registers installed in freight cars by shippers and by the PRR's own damage prevention men. "This is clear evidence, that yard and road employees have committed themselves wholeheartedly to our railroad's campaign to prevent freight damage," Mr. Buckley said. "I am confident that their efforts will show up in increased customer satisfaction and more traffic for our rails."

Curb on illegal trucking—The U.S. House of Representatives has voted approval of a proposed new law designed to curb illegal trucking operations. The measure now goes to the Senate, which twice previously has approved similar legislation. The bill does not interfere with the right of any company to operate its own fleet of trucks to haul its own goods, but is aimed against any private carrier that acts on a for-hire basis to haul cargo that properly should be handled by common carriers regulated by the Interstate Commerce Commission. The country's common carriers have estimated that they are being deprived of more than a billion dollars of revenue yearly by diversion of traffic to illegal truck operations.

Railroad fashion note—To illustrate new summer travel suits, the Evening Bulletin posed models in the Queen Mary, PRR's famed open-platform observation-lounge car. Data for the ladies: At left is a cotton with "gentle dirndl skirt" in black-and-white houndstooth checks; at right, windowpane plaid in white on black cotton, with sleeveless dress. By Ben Reig.

Officers nominated—Stuart T. Saunders, PRR Board chairman, has been nominated as chairman and chief executive officer of the merged Penn-Central after merger takes place. Alfred E. Perlman, Jr., president, has been nominated as president and chief administrative officer. This action was taken in accordance with the merger agreement.

Freight car supply—At the end of April, the PRR had 112,106 freight cars in service, 1,000 more than at the same time last year. The average freight rate ratio—the percentage of the total fleet in serviceable condition—was 91.3 percent, which was the best ratio in eight years.

More power to PRR—Delivery was completed in May on the PRR's order of 150 new locomotives. They represent a $34 million investment, and a powerful boost to the PRR's ability to serve its customers. Sixty of the new units are extra heavy-duty types, with six electric traction motors instead of the usual four, and six-wheel instead of four-wheel trucks. Four units have special slow-speed controls for use in loading unit coal trains.

World's Fair package—For approximately $1 more than a round-trip coach ticket, passengers from Pittsburgh and nearby points in Western Pennsylvania and Eastern Ohio can get a weekend trip to the New York World's Fair, including hotel accommodations for two days and a night, admission to the Fair, transfer of baggage, and direct travel to the Fairgrounds via Long Island Rail Road. For those who wish to stretch their holiday to as long as eight days, the Railroad will provide package rail service for the extended hotel accommodations and transportation and admission to the Fair.

Transit fund is cut—President Johnson has asked Congress to provide $30 million to support mass transportation in big-city areas during the coming year. The Appropriations Committee of the House of Representatives recently cut this to $120 million. There is still a possibility, however, that the $30 million cut might be restored when the matter comes up for final consideration in the House of Representatives.

Korea vets meet—The 724th Transportation Railway Operating Battalion will hold a reunion August 14 at Bristol Motor Lodge, Route 13, Bristol, Pa. This outfit, affiliated with the PRR, operated yard and main-line service during the Korean War, and was released from active duty in 1955. Its diesel units made the PRR keystone insignia familiar to thousands of American and Korean servicemen. For information write to Lynn Moore, 40 W. Nippon St., Phila., Pa., 19119.
Would you like to take a walk?

I like to take a walk with railroad men, and I’ll tell you one reason why. I want to remind them that a brisk walking speed, 4 miles per hour, is the maximum safe speed for coupling cars.

So when you roll those freight cars down the yard track, think of walking with me, and let that guide you in judging what’s the safe speed.

Then you’ll be sure to please me, your pal, Miss Careful Handling.