Chicago freight yard has premiere
THE NEW SHOW
AT 59th STREET

Norbert Weliver felt a little like a stage star on opening night. As he pushed buttons in the control tower at the new 59th Street Yard in Chicago, he had an audience watching every move.

A crowd of railroaders and news- men were on hand for the "premiere" of the Chicago freight yard, which has been completely made over.

It's the first major railroad yard in America to be equipped with the new "speed sensing" retarders.

These devices "listen" to the vibrations a freight car makes as it rolls over a specially notched rail. From that, the device makes a light- ning calculation of the speed of the car. Then it applies the right amount of pressure against the wheels to slow the car down to a safe coupling speed.

The device was developed by the American Brake Shoe Company, working with PRR engineers. Last year a prototype was installed at Grandview Yard, a small, nine-track freight yard near Columbus, Ohio, handling 250 to 300 cars a day.

This has worked so well that the same principles, with some refine- ments, were applied when Chicago's 59th Street Yard was rebuilt this year. The new yard has 42 tracks and can handle 1500 cars a day.

"Increased safety and reduction in damage potential are certain results of these improvements," Herbert M. Phillips, vice president and general manager of the PRR's Western Region, told the visitors.

"The time of car deliveries in many instances will be speeded up by 12 to 24 hours."

Another striking change at 59th Street is that what was formerly a double yard—one side for westbound cars and one side for eastbound—has been efficiently condensed into a single yard. All cars, whether headed east or west, roll over the same hump and through the same set of retarders. Their different destina- tions are taken care of simply by routing them to different classification tracks, assigned for eastbound and westbound traffic.

"This eliminates the problem of "crossover cars"—cars that formerly had to be switched from one part of the double yard to the other. Now these cars will move faster through the yard, and to the customer.

Mr. Phillips pointed out another benefit: Condensing the double yard has opened up a large chunk of stra- tegically located land for new indus- tries—which will mean more traffic for PRR people to handle.

The visitors, who divided into small groups for easier orientation, watched the progress of cars through the yard. They saw how car informa- tion was sped by facsimile transmis- sion from the south end of the yard to the new Yardmaster's Office, 2½ miles away.

Yardmaster Louis A. Algarin marked down the track assignment for each car, then sent the list to the floor above, where Norbert Weliver, the retarder operator, sat at the control board. Guided by the list, Mr. Weliver pushed buttons to properly set switches routing each car to its designated track.

The visitors saw that he could easily keep up with the flow of cars by pushing buttons in advance. The control board has a "storage" feature, which enables the operator to punch out four moves before the cars be- gin rolling over the hump, and to stay four moves ahead.

In addition to the 42 buttons for the 42 tracks, Mr. Weliver's control board has levers by which he can give the retarders general instruc- tions on the speed at which he wants the cars to leave the final retarders. If a particular track is almost full and the car doesn't have far to go before it couples, he "tells" the re- tarder to apply more pressure and slow the cars going to that track. If the weather is cold and the cars natu- rally run more sluggishly, he flips the lever to a higher exit speed.

The aim of all these adjustments is to have the cars couple at speeds between 2 and 4 miles per hour—the safe, damage-free range.

The installation is geared to handle three cars per minute throughout the day, considerably above the rate of the old yard. This is an im- portant boost to the PRR's drive to improve service and win new freight customers.

"While the yard was being im- proved in this manner," Mr. Phillips told the visitors, "we added a spot repair shop, which has decreased sig- nificantly the time needed to return shopped cars to service."

This new shop is based on the principle of other car repair shops being set up at key points across the Sys- tem: The car is brought to the men, instead of the men going to the cars.

The new shop has two doorways for freight tracks, plus—another innovation—a center door through which mobile cranes and other ma- chines can move without delaying cars. This doorway has a roll-down door for cold weather. The always- open track doorways have hot-air "curtains."

FM radio enables Car Foreman William G. Pugh to maintain con- stant communication with his roving car inspectors and the yardmaster. When he drives away from the yard, Foreman Pugh keeps the radio with him, always turned on; and he sets it up again at home.

"That way," he explains, "I can keep up with everything that's going on, and can get moving fast if any major problem comes up."

All in all, summarizes Mr. Phillips, "we are assured that 59th Street Yard is a major contribution to the progressive, forward look of the Pennsylvania Railroad."
Carolyn Troendle is a brown-haired, blue-eyed, 21-year-old miss, with a pert smile, a tricky sense of humor, and some strong opinions.

Her sly humor pops out, for example, when people ask her how the merger is coming along. She answers: “Fine... with my boy friend. A bit slower with the New York Central.”

One of the things she has a strong opinion about is community-wide fund-raising campaigns. They are the most efficient method for any city or town to meet the needs of its people, she says, and she has affirmed her viewpoint by working as a solicitor for the United Fund drive.

Last month, the United Fund of the Philadelphia area invited local industries to send candidates for selection as Miss Torch, the queen and official hostess of the fund raisers. Carolyn, a secretary in the Coal and Ore Traffic Department, was the Pennsylvania Railroad’s candidate. She was picked among 15 girls in PRR offices. Her reaction when told she was the winner is shown in the photo sequence, above right.

Then, at the Benjamin Franklin Hotel in downtown Philadelphia, Carolyn competed with girls representing 31 other Philadelphia companies for the honor of serving as Miss Torch. They each were interviewed on a stage before a panel of judges and a large audience.

Carolyn wasn’t the winner. “But I didn’t really expect to be,” she said. “After all, they weren’t likely to pick a PRR girl two years in a row.” (Last year’s Miss Torch was Letitia “Tish” Miller, of the PRR General Accounting Department.)

“Anyway,” Carolyn added, “the interview gave me a chance to put in the plug for PRR passenger service, and tell the audience about the new high-speed trains we’re planning between Washington and New York.”

Back at her desk (see front cover), Carolyn is always ready to take a moment to speak up for the current fund drive and to urge all to pledge their Fair Share.

“Whether your city calls it the United Fund, United Campaign, United Givers Fund, Community Chest, or whatever, it all means the same thing,” she says. “It’s the best way that you can help many institutions—hospitals, youth centers, social service agencies, and organizations like the USO, YMCA, Red Cross and Salvation Army. You’re spared being solicited by each one of them separately. Your one gift helps them all.

“The most convenient way to give, at least for me, is by payroll deduction. When I sign up, I know I’ve done my share. And since the money comes out of my paycheck automatically, I hardly miss it.”

How to Keep Busy at 84

Every year, Jacob Dubs visits his son in Texas and goes to Florida to get out of the winter cold, and he’s also likely to call on relatives in San Francisco or Iowa.

That would be a full itinerary for a man half his age. But the only thing Mr. Dubs, 84, will concede is that now he tires a little more easily than he did when he was 74.

Mr. Dubs retired in 1946 as assistant wire chief at the Harrisburg Main Office, after more than 43 years as a PRR employee. He didn’t have to worry over what he would do with his time because, in addition to his love for traveling, he had for many years been repairing clocks and watches as a hobby.

“How did I pick it up?” Mr. Dubs says. “Well, my father did it, and his father before that. It runs in the family.”

Mr. Dubs recalls fixing his first clock for pay when he was 15. In time, this became a real part-time business. “Word of mouth brought in more than enough work,” he calculates that since his retirement, 19 years ago, he has repaired more than 8000 watches and clocks.

Mr. Dubs, who lives in Harrisburg, started his serious traveling in 1939, when he was almost 60. He took his first plane trip in 1955—to Europe. “It turns out,” he says of that European trip, “that those cuckoo clocks aren’t made by little elves in the Black Forest, but on assembly lines, like everything else.”

Mr. Dubs used to have an extensive collection of clocks, but lately he’s been getting rid of them.

“I’m closing that out,” he says—“but that doesn’t mean I don’t expect to keep ticking for some time yet.”
They talked about washers and auto parts, flour and liquor bottles, at the big town meeting in the big red boxcar . . .

"Your part is to make sure that you handle each shipment and car carefully. If, nevertheless, damage is discovered at destination, you'll feel confident that you, at least, carried out your obligation to the shipper and to your railroad."

That was Earl Guertin, supervisor of loading services in the PRR's Western Region, speaking his mind.

The scene was the "PRR town meeting hall." This was a PRR jumbo boxcar, an 86½'-foot X-60f. Earl had it rigged up into a classroom, with electric lights, chairs, a slide projector, a screen, photographs and posters, and the Black Eye Exhibit of damaged freight.

He and J. T. Lybarger, transportation supervisor—loss and damage prevention, for the Southwestern Division, traveled with the boxcar on a tour of the Division, holding meetings at key yards.

"Now, I know that loss and damage is an old subject, and one gets a bit bored hearing about it," Mr. Lybarger said frankly. "But that's what's so treacherous about this. If we say ho-hum and fail to see how important this is to our future, we're in trouble."

"If a shipper grows dissatisfied with our performance and takes his business elsewhere, who needs us?"

"We've got to handle every freight car as if our job depended on it."

"And actually, it does."

At every meeting in the Little Red Schoolhouse, a shipper was present to tell the PRR men how much he depends on damage-free handling.

At Indianapolis, for example, Richard Orr, traffic manager of the Kroger Company, told the effect that damage can have on a large grocery chain. He told of an instance where merchandise that was advertised for a special sale arrived too damaged to be sold.

"In the audience for his talk were not only train and engine crews but yardmasters, yard clerks, car inspectors, trackmen and signal maintainers, all of whom were aware of their part in safe handling."

At another meeting at Indianapolis, Clarence W. Schmidt, general traffic manager of Stokely-Van Camp, Inc., described the care and expense his company goes to in loading cars, using the bonded-block method of stowing cartons and inserting fiberboard dividers. But, he said, such precautions are of little value if a car gets a severe shock when being switched or coupled.

George Nearpans, general traffic manager of Reilly Tar and Chemical Corp., told the PRR men he appreciated the good work they generally did, but he cited several instances of shifted loads.

Harry Rutledge, assistant general traffic manager, Eli Lilly & Company, told about the care needed in transporting animal glands and other materials used in manufacture of medicines.

"Your part is to make sure that merchandise that was advertised for a special sale arrived too damaged to be sold."

At Jeffersonville Yard, Ind., across the river from Louisville, Kentucky, the PRR men heard a talk by Wayne Franklin, general traffic manager of Brown Foreman Distillers. He told them that when one bottle of a case is broken, it can mar all the others in the case.

George King, Colgate-Palmolive traffic expeditor, said he has spent considerable time on his company's loading platforms to assure careful loading. The rest is up to the railroad men, he said.

"These sessions have been a real education," said Earl Guertin. "We've learned something about their needs and problems."

At Terre Haute, Ind., Marion Long, assistant traffic manager of Quaker Maid, emphasized that the shipper isn't primarily concerned about the money involved in freight damage, since the carrier pays for it—but the shipper is concerned about the loss of business resulting when merchandise arrives unfit for sale.

Dorsey Daniels, Pillsbury warehouse foreman and traffic manager, told of the care needed to protect his company's products from damage by cold.

Robert Archer, traffic manager of Anaconda Aluminum, asked the PRR men to give special care to his company's shipments of coil aluminum to prevent shift of loading.

William Jaeger, traffic manager of Columbian Enameling & Stamping Company, stressed the importance of careful handling of enameware.

At Rose Lake Yard, East St. Louis, Ill., the railroaders heard G. J. Haueber, grocery terminal manager of Swift & Company. He reported that when his company began using cushioning equipment in cars, in 1963, damage fell to zero; but in the past year, there have been increasing instances of damage. Are railroaders, he asked, relying on the cushioning too much and neglecting care in coupling?

Leonard Forgey, traffic manager of the Chevrolet Division, General Motors Corp., told how automobile assembly lines rely on on-time and damage-free delivery of parts.

"These sessions have been a real education," said Earl Guertin. "We've learned how vitally industries depend on our work. Our obligation is very obvious: We've got to give them our best."
Why your TAX BITE is getting bigger

The average railroad employee will pay $99 more in payroll taxes during the year 1966 than during 1965. These 1966 taxes, for Railroad Retirement and Medicare, will total $324.76. The taxes will continue to grow bigger and bigger, year by year: $354.40 in 1967...$700.84 in 1968...$620.50 in 1969...

And that, of course, is in addition to income taxes.

Your Company will be saddled with the same increases. For every dollar a railroad employee pays for Railroad Retirement and Medicare, the railroad pays a matching dollar. That, of course, means a big advantage for the railroads' competitors—truck lines, airlines and barge lines—which come under Social Security and therefore pay considerably less tax.

Part of the tax increase is due to action, recently taken at Washington, of which many railroaders were unaware.

The Pennsy Background Report will attempt to fill you in.

Take a quick look back at the start of Railroad Retirement taxation in 1937. The original tax was 2 1/4 percent on $300 of monthly earnings to $350. In 1959, this was raised to $400.

The 1959 law was significant also in that it projected a series of tax rate increases for future years, beginning with 6 1/2 percent in 1959 and rising to 9 percent by 1968. That was the absolute ceiling—or was it?

In 1963, the amount of monthly wages to be taxed was raised from $400 to $450.

In 1965, Congress passed the Medicare Act. This introduced a new tax—amounting to $23.10 in 1966, and increasing in future years. It also made changes in the Social Security tax, lowering it for a few years, then raising it. Because of Railroad Retirement's tie-in with Social Security, this meant an eventual boost in the ceiling for Railroad Retirement taxes.

Then along came the "spouse bill." This was a proposal that the wife of a retired railroad employee be permitted to keep her full pension even if she is also collecting Social Security checks or Railroad Retirement checks as a result of her own past employment. Up to now, the amount of such other checks has been automatically deducted from her pension as a railroad-worker's wife.

The railroad industry spoke out against this change because it would mean a drain of $14 million a year on the Railroad Retirement Fund, which already is running $19 1/2 million in the red annually.

All three members of the Railroad Retirement Board—representing Labor, Management and the general public—opposed the bill.

However, the House of Representatives passed it.

In the Senate, a surprise amendment was tacked on to it—an increase in the amount of a railroad-er's wages that would be taxed for Railroad Retirement. Instead of the existing tax on $450 of monthly pay, $550 would be taxed.

That would mean that America's railroad employees would have to pay $42 million more in taxes per year, and the railroads also would have to pay $42 million more.

The railroad companies strongly opposed this amendment as a blow to an industry just beginning to emerge from a long period of financial stress.

Representatives of Labor supported the amendment, since, over the long run, it would mean higher benefits for retirees. The Railroad Retirement Board also supported the amendment.

At this point, Congressman Oren Harris, chairman of the House of Representatives' Commerce Committee, came up with a modified bill. According to this, the wage base for taxes would still go up to $550, but the rate would be lowered this year, then raising it. Because of Railroad Retirement's tie-in with Social Security, this meant an eventual boost in the ceiling for Railroad Retirement taxes.

The taxes will continue to grow bigger and bigger, year by year.

This came to $8.25 a month, or $99 more in payroll taxes during the year 1966 than during 1965. These 1966 taxes, for Railroad Retirement and Medicare, will total $324.76. The taxes will continue to grow bigger and bigger, year by year: $354.40 in 1967...$700.84 in 1968...$620.50 in 1969...
Happy Anniversary,
Paoli Local

An article in the Sunday Bulletin Magazine called it "one of the best commuter runs in the country—and possibly the best known train in the world."

The Main Line Times recalled that during World War II, servicemen overseas painted "Paoli Local" on their jeeps. An Air Force bomber bore the same label. A radio station recorded the voice of a conductor calling out the station stops, and sent records to homesick servicemen. Electricity of the line, one of the first projects of its kind, was completed in September, 1915, after two years of work and expenditure of $5 million. Many engineering methods and standards that were worked out here by PRR engineers were used in electrification projects elsewhere.

The Paoli trains, which had been running for decades with steam power, now changed to self-powered, multiple-unit (MU) cars. The first passenger-carrying electric run from Paoli began at 5:55 A.M. on September 12, 1915. People turned out at the intermediate stations to cheer the train as it made its way to Philadelphia.

The engineer was W. J. McClintock. The Mutual Magazine subsequently said of him: "From the many favorable comments we have heard of the way he is handling these trains, we are led to believe that he will be as handy with the juice as he was with steam."

Expert operation and friendly service became a tradition on the Paoli Local. Many a trainman is considered not just a ticket-taker but a genuine friend by the "regulars."

The success of the Paoli electrification led to similar installations on other PRR suburban lines. This fast and economical transportation had a profound effect on metropolitan life. The service made it practical for people to work in the city and live in the country. The suburban lines were thus a key factor in the development and rapid growth of communities miles away from the center-city hub.

Three generations of commuters took note last month of a PRR landmark: the 50th anniversary of the electrification of the line from Philadelphia to Paoli, Pa.

Along these 20 miles runs the Paoli Local, which daily carries passengers from the suburbs to their jobs in Philadelphia, and takes them home again at dinner time.

So important a role does this rail service play in the daily lives of thousands of suburbanites that a sentimental aura has built up around it, probably unmatched by any other service play in the daily lives of thousands of suburbanites that a sentimental aura has built up around it, probably unmatched by any other.

Passengers and freight customers can now reach PRR offices in Philadelphia faster than ever. It's all done with Centrex.

Centrex is the name of the new telephone system that allows people to dial any PRR telephone directly instead of going through a switchboard. For example:

John Martin, a shipping supervisor for a company in Philadelphia, formerly dialed EV 2-1000 to get the PRR switchboard. He would tell the operator he wanted the freight rate office. The operator would plug him in and ring the freight rate office, and then Mr. Martin would get the department he wanted.

The procedure sounds simple, but the new phone setup took a year of planning and engineering.

Frank L. Chatten, the PRR's System Engineer of communications and signals, arranged the contract with the telephone company and supervised its fulfillment.

While Bell employees started in on the miles of rewiring, PRR men made detailed preparations. Belknap Freeman, engineer of communications and signals, and J. Ewing Kennedy, manager of employment practices and training, set up classes to orient employes on the new phone system.

Jack L. Smith, inspector of communications, headed a group of C&S men who went through PRR offices to affix new telephone numbers. Robert H. Brown, engineer of communications, and a committee assembled a new PRR phone book.

Lillian Kirchner, Bell service advisor, explains the Centrex system to Mary Bradley (standing), PRR chief operator, and Operators Marian Robinson and Rose Remer.

As the date for the start of Centrex approached, yellow-and-black posters went up in all Philadelphia offices to alert everybody. Employees who regularly receive calls from specific customers, suppliers and others were given postcards to announce their new numbers.

The big changeover was made between 6 P.M. and 1 A.M., August 13 and 14, concurrent with issuance of the August Bell directory. On most telephones, there was a service interruption of about 15 minutes. On some 200 key phones in use around the clock, special arrangements were made to keep the interruption under two minutes.

With the usual Centrex installation, only 20 to 25 percent of the callers on the first day correctly use the new method. But through the advance training and publicity, 60 percent of incoming calls to the PRR came in by Centrex dialing on the first day.

Chief Operator Mary Bradley and her staff advised the public of new numbers during the transition.

Each phone in the Philadelphia area now has the prefix 594 followed by a four-digit number. This is for calls from the outside. For calls within the Railroad, only the four-digit number is used.

Callers who don't know the number of the person they want are instructed to dial 594-1000 for the central switchboard, which connects them and also tells them the Centrex number for future calls.

Only one Philadelphia number was left unchanged—EV 2-3039, for passenger information and reservations. This is familiar to so many thousands of PRR customers that a change was considered impractical.

Thirty-six sleek Silverliners now run on the line, and 20 more have been ordered.
More PRR people (by the thousands) sign up for Bonds

The “star-spangled savings plan”—regular purchase of United States Bonds—has won new members all over the Pennsylvania Railroad.

As a result of the recent campaign on the PRR, 6457 more employees have signed up to buy Bonds through payroll deductions.

“This is a most heartening success,” said C. E. Ingersoll, assistant vice president, staff, who headed the Bond drive on the Railroad.

“It’s a tribute to the efforts of the hundreds of PRR canvassers who talked to fellow employees and provided them with application cards.

“It’s also a tribute to the good sense of those who signed up in recognition that there is no better way to save than by systematic purchase of United States Bonds.”

With the addition of these new subscribers, almost 45 percent of all Pennsylvania Railroad employees are now buying Bonds.

Those who aren’t can get in on this program by filling out the payroll deduction form below.

The form should be mailed to Supervisor of Employee Benefits, Pennsylvania Railroad Company, Room 215, 15 N. 32nd St., Phila., Pa. 19104

“You can sign up for as little as $1 per pay period—although it may be of interest to know that the nationwide average payroll deduction for Bonds is $28 per month,” Mr. Ingersoll said.

“I might also add that those who sign up can change or discontinue their allotments whenever they wish.”

Some typical new members of the payroll deduction plan for United States Bonds are pictured here.

Clerk-stenographer Rose Ann Henry, of the PRR Personnel Office at Chicago, says, “I think this is a good way to put aside money for future needs. For example, I’d like to buy a new car and I plan to use some of these savings for that.”

Machine Operator Thomas D. Carroll, Jr., of Data Processing, Altoona, Pa., says he signed up for U.S. Bonds after reading about the campaign in The Pennsy. “You’re saving your money, and you’re helping your country at the same time,” he says.

Conductor John M. O’Gorman, Chesapeake Division, increased his allotment from one Bond per month to two. “I started buying them way back when they were called Defense Bonds,” he says. “The money I’m storing up will help put my youngest through college. It’s a good way to save—you don’t have your fingers on the money.”

Stenographer Margaret M. O’Dea, in the office of the general passenger agent at Chicago, says, “Even after my Bonds mature, I’m going to hold on to them for emergencies. I’m thinking of the future. I mean America’s future, as well as my own.”

Machine Operator Michael G. Leberfinger, Altoona Works, says he stopped buying Bonds after World War II, but began again during the recent drive. “I should never have stopped,” he says. “I’m retiring in a little over a year, and it would be good to have some extra dollars in the bank.”

Machinist Ernest Yard, Philadelphia Division, says United States Bonds are a “safe investment with a good interest rate. Besides, it helps the cause. I have a son who’s leaving for Viet Nam with the Signal Corps, and I know that buying Government Bonds helps support those fellows.”

Armature Winder Joseph W. Shockey, at Wilmington (Del.) Shop, who has been with the PRR since 1934, says “I’m saving in the PRR Provident and Loan Association, but I also decided that Bonds are a good investment and a safe one. Payroll deduction makes it easy to buy them.”

Clerk-stenographer Anyce H. Rozanski, who works in the superintendent’s office at Wilmington (Del.) Shop, admits, “I probably wouldn’t have signed up if they hadn’t put on the campaign. I find payroll deduction is a good way to save. What you don’t have in your hand you don’t spend.”

Yardmaster Fred O. Phillips, of Ernest Yard, Philadelphia Division, says United States Bonds are a “safe investment with a good interest rate. Besides, it helps the cause. I have a son who’s leaving for Viet Nam with the Signal Corps, and I know that buying Government Bonds helps support those fellows.”

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Clear track for high-speed trains—President Johnson last month signed a new law authorizing $90 million for the Washington-New York high-speed rail project. The cars will inaugurate 100-mile-per-hour service, underwritten by the government, in less than eighteen months after the contract is signed. "The Commerce Department and the Pennsylvania Railroad are now putting the final touches on a contract for the Washington-New York high-speed rail project. We are confident that the first trains will be in operation in less than eighteen months after the contract is signed." The contract will cover the purchase of 50 self-propelled passenger cars, with comfort features making them the most advanced passenger equipment in the world. The Government will contribute $93 million toward the PRR purchase of these cars.

The cars will inaugurate 100-mile-per-hour service, cutting the run between Washington and New York to three hours (35 to 55 minutes less than the present schedule). The cars would be designed to be able to reach speeds up to 160 miles per hour.

The Government will help finance a test track on the PRR between Trenton and New Brunswick, N.J. Here these cars and other new passenger equipment will be tested at high speeds.

The PRR will spend $10 million of its own funds to upgrade tracks, stations, catenary power lines and other elements of the right of way between Washington and New York. This work is expected to begin in 1966.

Government funds will be also used for statistical studies and research in rail technology, as well as non-rail forms of high-speed ground transportation. Approval of the new legislation by the Senate and the House of Representatives came at the climax of three years of discussion and investigation. In 1962, Senator Claiborne Pell of Rhode Island, called for solution of the transportation "corridor" between Washington and Boston. President Kennedy gave his backing, and President Johnson made the railroad passenger program a fundamental policy of his Administration.

At the signing ceremony, President Johnson said that "the same science and technology which gave us our airplanes and our space probes could also give us faster, better and more economical transportation on the ground."

Another TrucTrain speeds traffic—Train TT-24 was reestablished last month to haul trailer-load traffic from Southern railroads, interchanging at Potomac Yard, near Washington, D.C., to Kearny, N.J., which serves the New York area. The train is scheduled to run every day except Monday and Tuesday, leaving Potomac Yard at 1 P.M. and arriving at Kearny at 12:30 A.M. In another development, TrucTrain traffic of the union to the East is being expedited by being delivered directly to Pittcarn Yard by Train CE-4. These eastbound TT-8 to eliminate its former stop at Conway and pick up the TrucTrain trains at Pittcarn, for the run to Harrisburg and the East.

More hearings on the fireman issue—The Arbitration Award affecting firemen is being "maladministered," the Brotherhood of Locomotive Firemen & Enginemen charged in hearings that opened in Washington in August and continued through September. H. E. Gilbert, Brotherhood president, asked the Senate Commerce Committee to oversee a resumption of union-management negotiations in the fireman issue. He also asked Congress to pass a new law "to undo the inhuman treatment given firemen under compulsory arbitration." J. E. Wolfe, chief negotiator for the railroads, declared that cases of hardship have been rare under the Award, and none are expected in the future. He said that the earnings of firemen now working have been rising, and that the elimination of the firemen was not voluntary or result from natural attrition. He urged that the labor-management joint board be set up, as provided by the Award; and that the terms of the Award be extended for two years to give the joint board time to study the effects of the Award on the railroad industry and the public.

Mr. Wolfe reported as follows on the 17,250 firemen's jobs eliminated in road freight and yard service:

Mr. Wolfe stated that senior firemen, who the union feels would have been retained had the Award been effective when firemen with less than two years' seniority were separated, with lump sum allowances ranging up to three months' pay, depending on length of service.

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CHIEF EXECUTIVES OF RAILROAD UNIONS heartily endorse CAREFUL CAR HANDLING

THE CAREFUL CAR HANDLING CAMPAIGN HAS OUR ENTHUSIASTIC SUPPORT AND WE URGE THAT EVERYONE IN OUR RESPECTIVE LABOR ORGANIZATIONS CONTINUE TO USE HIS SKILL AND ABILITY TO BACK THE ATTACK ON ROUGH OR CARELESS HANDLING.

PRACTICE PERFECT SHIPPING EVERY DAY