ALIVE AND KICKING
See Page Five
The Pennsylvania Railroad family, working together in a new spirit of dedication and determination, made 1965 a year of progress for our railroad.

We made substantial strides toward becoming the stronger, more efficient railroad we want to be, better able to fulfill the needs of our customers and to support the rail transportation needs of our national economy. Our merger with the New York Central is absolutely vital to the achievement of these goals.

There were many elements in our improved picture, but to my mind one facet in particular stands out. This is our redefined sense of direction—confidence in ourselves and in the future and renewed assurance that our merged company will be able to surmount our problems.

I have seen many indications of this new spirit throughout our railroad. It shows up in the more efficient use of our equipment, the more careful handling of freight, our improved record in maintenance and repairs and personal safety, our more aggressive efforts to find new markets, and the considerate and courteous manner in which we deal with our customers, especially our passengers.

This new spirit is reflected in the growing number of letters and comments complimenting Pennsylvania Railroad people. Nothing pleases us more than to receive such praise of employes from our patrons, and we are happy to add our own commendations to the employes concerned.

While all of us who have stimulated this favorable reaction to our Company can be proud of the progress made thus far, we know we can do still better, and this must be our purpose.

To enable our railroad to continue its march, we acquired 150 new locomotives and 6,257 freight cars during 1965 and made other basic additions and improvements to our plant, for a total investment of $220 million. This brought our outlays for equipment and facilities in the past three years to nearly half a billion dollars.

The bulk of this was borrowed money, which we will have to repay out of earnings in the years ahead. Your management’s willingness to assume this burden is an expression of confidence in your ability to make good use of these new tools, to get the business and earn the money necessary to meet the payments when they fall due.

It is also an expression of our confidence in the basic soundness of the national economy.

Our 1966 improvement program will continue at a high level. Among other things, we plan to acquire 100 more locomotives and 4,000 freight cars, to properly handle the increased business we hope to attract.

The year 1965 brought the signing of the High Speed Rail Transportation Act, under which the PRR and the United States Department of Commerce are authorized to develop greatly improved rail passenger service between New York and Washington. We have already started the track work necessary for this program, and expect to be operating the new trains within 18 months.

During the year, we obtained 300 new industries or expansions of existing plants on our lines. This is of prime importance, because this is the kind of thing on which we build our future.

One of the most important developments of the year was the completion of the final step before a decision is issued in our merger case with the New York Central.

The lengthy proceedings were concluded with oral arguments presented by us and others before the full panel of the Interstate Commerce Commission.

Our merger case was strengthened greatly by the announcement of a policy which protects Pennsylvania and New York Central people against loss of employment as a result of the merger. This policy will go into effect as soon as the merger of the two railroads is consummated.

We eagerly await the authorization of the ICC, so that we may go forward as a new, enlarged and strengthened railroad company, with greater job security and career opportunity.

THE GUY AND THE DOLL

I ori Wagner, the little doll in the photo, will probably never bowl, but she has a deep interest in what Donald E. Pope is doing.

Lori, who was born with a defect in her spine, is the national poster girl for this year’s March of Dimes campaign.

Don Pope is the Indianapolis chairman of the March of Dimes Bowling Tournament, a national fund-raising event that got underway this month.

“Everybody who participates will be helping thousands of children,” says Don Pope, who recently became a yard clerk at Hawthorne Yard, Indianapolis, on the PRR’s Southwestern Division.

Here’s how the tournament works: If you’re a member of any bowling league, hand in a dollar for the March of Dimes next time you bowl. Seventy-five cents of this will go toward the March of Dimes’ humanitarian activities, and the remaining 25 cents will go toward a prize fund.

Your score will be sent to New York, where the prize fund will be handled. Scores will be figured on a handicap basis, so even a mediocre bowler has a chance of landing a top award.

“I hope all PRR bowlers will enter,” says Don Pope. “This is a great way to get into an exciting contest and at the same time aid a most worthwhile endeavor.

“The National Foundation, supported by the March of Dimes campaign, is conducting an intensive program of research into birth defects, and aid to patients.

Each year in the United States, approximately a quarter of a million babies are born with a birth defect. We believe many of these handicaps are preventable, but it will take a lot of money to find out the way.

“By entering our bowling tournament, you can make a ‘strike’ against birth defects.

“Of course, non-bowlers can help, too, by giving money to the March of Dimes.”

Don’s late-at-night assignments as relief yard clerk enable him to promote the bowling tournament through newspapers, radio and TV.

This sort of thing comes naturally to Don. He spent three years as a night-club entertainer, and also worked as a radio announcer. In addition to that, he has taught in high school, and has coached football, basketball and baseball.

But none of these activities, he says, was as satisfying as using his talents to help handicapped children.
PRR car inspector at Crestline is THE NEW MAYOR

How did he get into so many things?
He's a little mystified himself.

It all began when he got out of the Army Air Force in 1946 after spending a year and a half in hospitals.

"The doctors stitched my leg together real well," he says.

His leg had been almost blown off by enemy anti-aircraft fire over Vienna in 1944 during his second combat mission as a B-17 tailgunner.

"I left the States on Thanksgiving Day, and was wounded on December 27," he says.

After his discharge—with a Purple Heart and Air Medal—Mr. Flohr came back to the PRR, where he had started work in 1941.

"My wartime experiences left me with an urge to do something involving people," he says.

He became active in union affairs as a member of Local 2027, TWU. Then he was invited to join several fraternal and civic organizations.

Before he knew it, he was being elected president of the union local and several of the civic organizations.

In 1954, Mr. Flohr was elected to the Crestline City Council. He has been a member ever since, and has been president during the past four years.

Last November he ran for mayor on the Democratic ticket, and won with a majority of just 27 votes.

Now, with Crestline's future as his main responsibility, Mr. Flohr says:

"There are many things this town needs, and I hope to make them a reality."

One big project is the establishment of a vocational training school. The Federal Government has already granted $909,000 for this purpose; and this month the citizens of Crestline were due to vote on a bond issue to provide the additional needed sum of $1,700,000.

Another project is improvement of the three local parks.
A third is upgrading of the street lighting system, involving a change from the present 1000-watt lamps to 250-watt lamps or to mercury vapor lights.

But perhaps most important of all is the campaign for new sources of employment and revenue.

"Crestline offers an ideal location for industry," says Mr. Flohr.

It's centrally located between the industrial East and the Midwest, he points out. It offers a hard-working and reliable work force, plus a local government ready to go all-out to welcome and assist new firms.

Crestline's industries, in addition to railroading, include a plate glass firm that employs about 600 people, a plastic plant that employs 200, a snow plow plant that has about 150 employees, and numerous smaller firms.

In making plans for Crestline's future, Mr. Flohr has the close collaboration of two other PRR men. Carl Widman, a car inspector, is a member of the City Council, and Herbert L. Morton, a car repairman, is the City treasurer.

Mr. Flohr also values the advice of his wife, Martha, who is active in the Democratic Women's Club.

The Mayor holds living-room confab with Councilman Carl Widman, car inspector; Treasurer H. L. Morton, repairman.

Mayor Fredolph talks to Chief R. H. Saum and Fireman J. Leiss about new emergency truck.

Mrs. Martha Flohr, Carole and Tom gathered around their favorite civic personality.

Fashion news for trainmen

Frederick R. Bishop is, by his own admission, no fashion model, but he's proud to demonstrate the new coat that has been made standard for passenger trainmen on the PRR.

Mr. Bishop, a passenger conductor on the New York Division, had a hand in introducing the idea.

Frank L. Paulin, trainmaster at Sunnyside Yard, New York, had become interested in the new type of lightweight, insulated, water-repellent coats that were coming into wide use. Wouldn't trainmen, he wondered, find this preferable for all-weather service than the heavy wool coats that had been regulation for years?

He discussed this with Conductor Bishop, who was then local chairman of Lodge 946, Brotherhood of Railroad Trainmen.

It happened that Mr. Bishop had been thinking along the same lines. He had recently bought himself a coat of this kind, and saw its possibilities for train service.

"It would be lighter on the shoulders, would take the place of both an overcoat and raincoat, and would be easier to stow away when you’re on duty," he said.

The idea was forwarded to the PRR System Uniform Committee, consisting of PRR officials from the passenger transportation, station and purchasing departments, a representative of the Brotherhood of Railroad Trainmen. The chairman at the time was Arthur J. DuBois, now superintendent of passenger consists and schedules.

The committee studied the matter, inspected a variety of samples and finally decided on the model pictured here.

It's a dark blue dacron-and-cotton coat with a quilted, zip-in liner.

"Maybe my involvement in politics and union affairs is a break for her," Mr. Flohr reflects. "She doesn't often have to cook for me—five nights out of seven, I eat out."

Best foot forward

Mrs. Catherine Carney, of 20 Plaza Square, St. Louis, is another PRR rider who appreciates Railroaders' courtesy and thoughtfulness. She writes:

"I was a passenger on your train to Dayton, Ohio. I was impressed by the courtesy and service of your train crew. But way above and beyond the call of duty was the kindness and pleasantness of Trainman Howard Warner. He helped everyone, including a young woman who became ill, and there wasn’t a person on the train who wasn’t happier for having met him."

James Grivas, of Cleveland, wrote the PRR in praise of the courtesy he received wherever he went on a rail trip that took him to New York, Baltimore, Washington, and then back to Cleveland again.

"I found that the conductors on the Pennsylvania Railroad were most courteous, a manner which you don’t find too much of today," Mr. Grivas wrote to the PRR.
PRR carries gifts for the Vietnamese

The Christmas Train moved across American railroads last month, bearing gifts from many thousands of Americans for the people of South Vietnam. Clothing, food, tools, toys and medical supplies, filling 59 boxcars, were the tangible expression of America's concern for the people whose lives have been uprooted by the jungle war.

From hundreds of American towns, truckloads of supplies were driven to railheads for loading into boxcars. On the PRR, loading points were at Newark, Philadelphia, Pittsburgh and Chicago.

The cars were moved to San Francisco for transfer to two vessels bound for Saigon.

The PRR and the other railroads involved performed this transportation service without charge.

The Association of American Railroads coordinated the participation of the railroads. The sponsors of the project were the Junior Chamber of Commerce, the Young Republican National Federation and the Young Democratic Clubs of America.

From former President Dwight D. Eisenhower came a keynote message that emphasized the meaning of the project:

"America's Christmas train for Vietnam—with its gifts of food, drugs, clothes and other badly needed supplies—is a splendid gesture on the part of young America. It is a tangible expression of support of our nation to the beleaguered Vietnamese. It is a positive demonstration to our servicemen in Vietnam that we stand with them in freedom's cause..."

"I commend the leadership of these groups which have sponsored this venture. It is an exhilarating application of America's traditional people-to-people approach.

From one charitable foundation came $5,000,000 worth of medical supplies. A food processing company donated 528,000 gallons of soup. An auto maker supplied 5000 miniature cars for children. Another company sent a ton of nails.

And interspersed with these were thousands of small donations from American families, ranging from soap to hammers, pencils to dolls.

As the supplies reach Saigon, the distribution to Vietnamese families will be made by American servicemen, who will thus embody American sympathy and generosity.

"Okay, Sir Cuthbert, it's safe to take off your hard hat now."

"I mean, just because a job has always been done in a certain way doesn't mean it's the best way."

That attitude has led to the development of several ingenious new gadgets at South Philadelphia Car Shop.

Mr. Fanucchi, for example, is the creator of the "Yoklif." This is a device for lifting a yoke and draft gear and maneuvering it in place for attachment to a freight car's underframe.

The Yoklif is an L-shaped steel extension which is affixed to the prongs of a fork-lift truck and increases its "reach" by about 10 feet. At the end of this extension is a small platform on which the yoke is placed. This platform turns on a swivel. Thus, when the Yoklif inserts the yoke and draft gear assembly in under the car body, a man can easily turn the assembly until the bolt holes line up precisely.

This swivel attachment was suggested by another PRR man, Wreckmaster William F. Sampson. It's actually a turntable salvaged from an old baggage cart used at a PRR station.

"You know, in car repair work you can run into all sorts of problems," says Mr. Sampson. "Figuring out a new way to handle them is the most interesting part of the job."

"The most interesting part of the job..."
One of the hot issues due to come up in the 1966 session of Congress is user charges. It’s a subject of top importance to people who earn their living on the railroads. It’s also a vital matter to all taxpayers.

In a nutshell, the idea of user charges is that people who make commercial use of facilities provided by the Government should pay for them. More specifically, it means that truck lines, airlines and barge lines should pay adequate fees for using the highways, airways and waterways.

Of all forms of general transportation, only the railroads build and maintain their rights of way completely at their own expense. They are thus unfairly handicapped in competing with the other forms of transportation which have the benefit of facilities provided by the Government, free or for insufficient fees. All the taxpayers—including railroads and railroad employees—help pay for the highways, airways and waterways.

And so the truck lines, air lines and barge lines can sell their services at lower rates than would be the case if they had to pay all their own maintenance-of-way costs.

Last May, President Johnson sent a special message to Congress urging the establishment of fair taxes to be paid “by those who benefit from special services provided by the Government.” His proposal is still awaiting action.

He pointed out that Presidents Truman, Eisenhower and Kennedy had all supported this principle.

Some user charges are already in effect, but they aren’t sufficient, President Johnson emphasized.

Users of highways, he said, come closer to reimbursing the Federal Government for its transportation investment than other groups. But the big trucks aren’t paying their full share.

The airlines and their passengers make “substantial—but still insufficient—contributions toward the development and operation of the Federal highways,” he added.

And as for the users of the inland waterways—they “pay nothing toward the cost either of the initial improvements or of the operation and maintenance of the waterways.”

There’s a tremendous amount of money involved here.

In 1965, the Federal Government’s outlays for road, air and waterway facilities climbed past $5½ billion.

Unlike truck, air and barge lines, railroads maintain their own rights of way, that was five times as much as was spent just 10 years ago. When you add in what the State and local governments spend, the total came to $16½ billion in 1965, and 87 percent of this went into highways.

The trucking industry argues that it is paying its way, since its taxes and license fees are higher than those imposed on private automobiles.

But President Johnson stated that studies by the U. S. Bureau of Public Roads “clearly show that heavy trucks are not paying fully for the additional cost of heavier pavement and other design features needed to carry them.”

Particularly revealing were tests made by the Highway Research Board of the National Academy of Sciences. Among other things, they compared the amount of highway damage caused by a big tandem-axle truck with a 32,000-pound load and the damage caused by the 2000-pound axle-load of a pickup truck—the latter being the equivalent of a family car.

It was found that the big truck causes 7450 times as much damage. But it pays, in road user taxes, only 5 times as much as a family car does per mile of highway use.

President Johnson recommended the following:

- The tax on highway diesel fuel be increased from the present 4 cents to 7 cents per gallon.
- The tax on trucks having a taxable gross weight of more than 26,000 pounds be increased from the present $3 to $5 per thousand pounds.
- The tax on tread rubber, largely affecting heavy trucks, be boosted from 5 cents to 10 cents per pound.

Those increases, the President said, would bring in about $200 million as the 1966 session of Congress is about to open.

This was four times as much as the rate of earnings of the railroad industry.

Turning to the airlines, we find a similar picture. Their profits in 1964 amounted to a 10.8 percent return on their investment; and estimates for 1965 indicate the probability of an even higher return.

Yet they aren’t paying their fair share of aviation costs.

In 1964, the Federal Aviation Agency spent $565 million for navigation aids and other airway costs. The agency figured that military aviation should be assessed $161 million of this, leaving $404 million as the amount spent for the benefit of commercial airlines and general aviation.

But the amount actually received from taxes on aviation fuel and airline tickets was only $154 million.

All the taxpayers, including railroads and railroad employees, must make up the difference.

President Johnson has recommended that they do.

The present 5 percent tax on air passenger tickets be made permanent.

The present 2-cents-per-gallon tax on aviation gasoline be raised to 4 cents.

A new 2-cents-per-gallon tax be imposed on jet fuel, which now isn’t taxed.

A new 2 percent tax be placed on air freight, which now isn’t taxed.

President Johnson pointed out that “even with these new user charges, the various classes of civil users will still be paying less than their full share of aviation costs.”

Of all forms of transportation, the waterway companies enjoy the most favored position.

The Federal Government is spending more than $50 million a year to operate and maintain the Nation’s inland waterways, plus approximately $5 million a year for new navigation facilities.

This money comes from all the taxpayers. The waterway operators pay no user charges.

This is “unfair to the taxpayers and to competing modes of transportation,” President Johnson declared. He recommended that the present tax of 2 cents per gallon on fuel used in barge operations be raised.

This tax, he estimated, would bring in about $8 million a year, at 1965 revenue levels. That is equal to just 4 percent of what the Government spends for waterway improvements, or 16 percent of what the Government spends for waterway maintenance.

Yet waterway operators oppose even this modest payment.

They declare that the facilities they use should be "forever free . . . without any tax, impost or duty." They want to preserve the tax-free status that has enabled them to undercut railroad rates and win considerable bulk traffic that formerly moved on the rails.

That, in brief, is the story on user charges.

Much will probably be heard on this subject during this session of Congress.

Railroad people will want to keep an eye on developments—and to let their United States Senators and Congressmen know how they feel about this issue.
Indianapolis Family Club seemed defunct, but now it's Alive and kicking

After six years of inactivity, the Indianapolis Family Club is back in business and bigger than ever. This is a surprising development. The club seemed to have expired in 1959. The only remainder of its existence was a $900 balance in its bank account.

This account was one item of unfinished business that faced Kenneth E. Smith, when he took over as superintendent of the Southwestern Division last July.

Sam Wyeth, a clerk in Mr. Smith's office and a former vice president of the old Family Club, showed him the $900 account, and Mr. Smith asked his staff for ideas on how to dispose of the money and "write a proper end to the club."

It was decided that a dance, complete with orchestra and door prizes, would constitute a proper wake for the Family Club. A committee of 17 was chosen to plan the dance.

George McClure, supervisor of personnel, was chairman; Jack Galema, lieutenant of PRR police, vice chairman; Veneta Berkebile, stenographer in Mr. Smith's office, secretary, and Rita Mayer, stenographer in the office of the manager of industrial development, treasurer.

The committee began planning a dance for an estimated 300 persons. It set a nominal charge of $1 per person and arranged for a turkey raffle, so as to meet any costs exceeding the $900 kitty.

Police Lieutenant Galena suggested that New York Central Railroad employees be invited.

"It was a great idea," said Mr. Smith. "Since physical merger of the two roads appears so near, we figured we might as well start on a social merger."

The committee made up posters and placed them at strategic spots on both railroads.

About mid-November, a month after the committee was formed, something began to go wrong. Tickets to the dance began selling more and more rapidly, raffle tickets were being snapped up, people were talking about the dance as if they all planned to attend.

The committee readjusted its sights and decided it would have to go all out if it was ever to get rid of the $900 account.

The committee hired a fine orchestra—the Paul Burton Orchestra, which had played at the Governor's Inaugural Ball—and it gathered a big collection of expensive door prizes.

But no matter what the committee did, the dance date neared it became apparent that there would be money left over afterward.

On December 3, more than 700 ticket holders streamed onto the dance floor of the Indiana Roof Ballroom, and more than 100 others bought tickets at the door.

After all expenses were paid, the new bank balance read: $1,214.53.

"We concluded that it was useless to argue with success," said Mr. Smith. "Since the Family Club refused to be buried, we decided to reconstitute it as a going concern."

"Now we hope to sponsor three or four social events each year. We haven't decided what the next one will be, but there is a lot of talk among our employees. Whatever the event will be, we expect a sellout."

The Music Man

There was a minor bottleneck in Penn Station, New York, during the Christmas season, but nobody seemed to mind.

It was caused by people crowding around a 15-foot-square raised platform in the train concourse, to hear Louis J. Deck play Christmas carols on the organ.

This was a happy oasis in the normal rush and bustle of the big station, which is presently complicated by the reconstruction project.

"It was surprising how many people would take a few minutes to stand around and listen," says Mr. Deck. "Some actually began getting to the station early so they would have time to join us."

Louis Deck is a PRR air brake examiner. He tests train and engine crews on their knowledge of the proper operation of air brakes on freight and passenger trains.

But he's also a professional musician. He graduated from Rutgers University with a degree in music. He became an accomplished on the Major Bowes Amateur Hour, then toured the country with several bands, and played with ship orchestras on South American cruise lines.

But after he got married, and began to raise a family, he decided a more stable life was in order. So he signed on as a fireman with the PRR in 1942. He was promoted to enginem in 1950, and to air brake examiner in 1963.

When Penn Station hunted for somebody to play the electronic organ during the holiday season, Mr. Deck was glad to get his hand in.

He plays during his lunch hour ("I eat between the chords") and the homebound rush, 4 to 6 P.M.

Like any show business personality, Mr. Deck delights in the opportunity to perform for thousands of people.

"Of course, most of them don't know my name," he says. "When they want to request a number, they call out, 'Hey, Music Man.'"

"I don't mind that title at all."

Best foot forward

From R. G. Trautmann, of 423 Pine St., Darby, Pa., comes a letter of deep appreciation for the thoughtfulness of PRR people:

"While enroute to my home from Wilmington, Del., I left my small handbag at a telephone at the Wilmington station. Upon reaching home I telephoned your ticket department and learned through Mrs. W. R. McDowell, ticket clerk, that the bag had been turned in by Stationmaster Martin Gam.

"It was then that the stereotype of the cold-hearted corporation yielded, in my mind, to the thoughtfulness and consideration of its employees."

"Mrs. McDowell offered to take the bag to her home where I could claim it at my convenience. I most certainly wish to express my thanks."
A Day in the Life of Penn Station

Several years ago, The Pennsy commissioned an artist, Dan Cavaliere, to visit Pennsylvania Station, New York, and make sketches of whatever struck his fancy.

As sometimes happens in an editorial office, the drawings he brought back were filed for future use, but the pressure of other stories and features of a timely nature kept pushing this one aside.

And now Penn Station is undergoing a rapid change, and many of the scenes familiar to hundreds of thousands of passengers and railroaders—such as the lofty, cathedral-like concourse shown below right—have vanished. Even the people seem to be changing in small and subtle ways.

So before the construction men completely remove the station-that-was and replace it with the sleek and shining station-to-be, The Pennsy makes time stand still for a moment and presents these vignettes from the life of the grand old station in the heart of New York.
Railroad service . . . big bargain.—The railroads of America have further reduced their average freight charges during 1965, bringing the total reductions since 1958 to 14 percent. During these same seven years, the general level of prices, as measured by the Consumer Price Index, has risen nearly 10 percent.

This price achievement of the railroads is one of the “most timely and significant forces” against inflation, said Clinton N. Behling, vice-president of the Association of American Railroads. If the 1965 freight load had been moved at 1958 unit charges, he said, America’s freight shippers would have paid $1.4 billion more than they did.

This saving, he said, is a “significant indicator of the progress being made by the railroad industryLe and how this revitalized leasing and leasing.

The rate reductions, particularly for large-volume shipments, he said, were made possible by the industry’s “plant modernization program, merger-induced efficiencies, gradual updating of old work rules, and such new customer services as the piggybacking of truck trailers on flatcars and expedited unit train operations.”

The railroad charge for hauling an average ton of freight was 9.75 cents in 1965, compared to 11.19 cents each year, for seven straight years, and now is only 14.4 cents.

“Further progress in reducing competitive freight rates,” said Dr. Behling, “is heavily dependent on what happens to the call for aid under traditional government programs of regulation, to place greater reliance on the forces of free competition.”

A railroad is sold.—The Long Island Rail Road was formally sold by the PRR last month to the Metropolitan Commuter Transportation Authority of New York for $65 million. The PRR has had control of the Long Island since 1900, but this railroad, like most commuter lines, runs into financial difficulties, and went into bankruptcy in 1948. From 1954 to the present, the Long Island was run as a railroad development corporation under New York law, with a provision that the Pennsylvania was not to draw any income from the line. The new Authority is to spend $200 million to rehabilitate and modernize the Long Island, which is the largest commuter railroad in the country, carrying 260,000 persons a day.

PRR Chairman Stuart T. Saunders said the transfer of the Long Island to the new Authority “is a key step in solving the transportation problems of the New York City area.”

“I am sure,” he said, “that the Authority will develop the Long Island to a far greater degree of service and utilization than would have been possible under private enterprise.”

“The new Pennsylvania Station and the Madison Square Garden sports and business complex now being built will be an appropriate gateway into Manhattan for the revitalized Long Island, and will also link New York commuter service with the high-speed rail line being developed by the Pennsylvania and the Department of Commerce between New York and Washington.”

End of the Blue Diamond.—A six-month passenger experiment came to an end on December 31. The Blue Diamond, a streamlined train which began running on July 1 between Delmar and Wilmington, Del., failed to attract enough passengers to survive. And so the Delaware浦福ay Commission granted permission to discontinue the train.

The train was established after the PRR announced plans to discontinue a previous train along this route, and the Delaware-Pennsylvania Commission suggested that better equipment and more convenient schedules might attract the public. Try it out for six months, asked the Commission’s chairman, Col. Vernon B. Derrickson. He formerly was the PRR’s chief mechanical officer, then went to the Southern Railway as senior vice president, and now has returned to the Pennsylvania.

Changes in organization.—J. Benton Jones, vice president of purchases and real estate, has had his responsibilities changed under a new title, vice president of engineering and real estate. He assumed direction of the engineering department on January 1, when Chief Engineer Chester J. Henry retired.

The vacant post of vice president, transportation and maintenance, has been filled by the appointment of Richard E. Franklin. He formerly was the PRR’s chief mechanical officer, then went to the Southern Railway as senior vice president, and now has returned to the Pennsylvania.

High-speed progress.—The Northeast Corridor Project of the U.S. Department of Commerce has awarded the Budd Company of Philadelphia a $930,000 contract to construct four test cars for the high-speed passenger train program. By late this year, the cars are expected to be in operation. Engineers except engineers of the Budd Company and the Pennsylvania Railroad will operate a 17-mile test track on the PRR between Boston and New Brunswick, New Jersey.

Each car will have devices to measure any roughness in the ride, the noisiest part of high-speed operation. Television cameras will keep watch on the undercarriage and the overhead power lines.

Commuters increase.—Passengers have been going up on three PRR commuter lines which are sponsored by the City of Philadelphia.—John D. Morris, assistant vice president, special services, reported that the Chestnut Hill line, serving the prosperous sections of west Philadelphia, carried 1,866,730 riders during the first nine months of 1965, a 60 percent increase over the volume before the franchise sponsorship began in the fall of 1959.

The line serving the Torresdale and Lower Bucks County section carried 1,151,797 passengers, three times the pre-contract volume. The line serving Manayunk carried 299,312 passengers, a 50 percent increase. The fare on airline and Silverliner cars, bought by the city and leased to the PRR, will be increased by 20 this summer.

‘Standard Railroad’—The PRR is determined to regain its traditional position as the “Standard Railroad of the World,” said John H. Burchill, president of the Central Region, in a talk before the Steubenville (Ohio) Rotary Club. He called attention to many improvements in plant and equipment, which represent an investment of almost half a billion dollars during the past three years. He added that the merger’s goal is to make it “the most imaginative and efficient transportation company.”

Passenger bargain.—As a year-round offer through December 29 and 30, the PRR offered cut-rate excursion fares for children 16 years and under, traveling from Baltimore and Washington to New York. These were the regular Ladies Days, so Mother and the children were able to take a low-cost holiday together.

Holiday spirit.—Each year the men at Penn Coach Yard, Philadelphia, pack baskets as a combination Christmas and New Year’s gift to fellow employees who are off sick. Here in action are Car Repairmen Vincent Carchidi, Joseph A. Zukovsky, John S. Walker, Nicholas Barbone and Anthony Anselmo.
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DECEMBER
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