The burly farmer took a glass from the cupboard and turned toward the kitchen sink. Oh no, thought Robert J. Soltis. If he gets me that glass of water from the faucet, I haven't accomplished a single thing in the hours I've talked to this man. But the farmer rinsed the glass under the faucet, then reached into the refrigerator and filled the glass from a bottle of ice-cold water. That small, extra courtesy let Mr. Soltis relax. It told him that he had made some progress with the farmer. Bob Soltis is supervisor of real estate on the PRR's Harrisburg Division. What had brought him to the farmer's home was the need to find land for a new spur linking the PRR main line with a 600-acre site at Cornwall, near Lebanon, Pa. Here the Aluminum Company of America planned to build a large plant for the manufacture of aluminum foil, providing the PRR with new freight business. There are six farms between the new Alcoa property and the PRR main line. Mr. Soltis had the job of negotiating with the owners for a strip of land, 100 feet wide and 1½ miles long.

The people are Pennsylvania Dutch, among the world's best farmers on some of the world's best farmland. They are deeply attached to the soil. They believe the soil is meant for farming. They do not like to sell their land, at any price. The PRR real estate man came with a compelling argument—a new industry that would enrich the local economy, blurt out unemployment, and provide a new outlet for farm produce. In the end, the logic of his arguments won all six families over. But when he first approached those farm families, all he got were some polite nods, some smiles, but no commitments. A farmer would nod as Mr. Soltis presented the advantages of having a plant nearby that would employ 300 persons at the start and more if business conditions permit. Mr. Soltis would nod back, as agreed, as the visitor emphasized that Alcoa might add another unit, a sheet rolling mill, in a few years. The farmer would again agree when it was explained why the rail spur was essential to the project. And then the PRR Real Estate man would find he had to come back another day and talk some more. On one visit, a busy farmer told him, "I'm sorry, I have to go milk my cows." The PRR man accompanied him to the barn. He told the farmer how he had once been knocked sprawling by a cow's tail. "From then on," Mr. Soltis told him, "when I have to get anywhere near a cow, I first make a quick estimate of how long its tail is." That brought a chuckle from the farmer—and made him easier to talk to the next time around. Often, when Mr. Soltis called on a farmer, he'd find the wife also present. They would discuss the spur with the PRR man in good English, and then talk between themselves in Pennsylvania German.

New York Division, he had just spent a busy day handling trouble calls and checking on materials. Mr. Neyen was hurrying down the stairway at Penn Station, with only two minutes to make his train to Linden, N.J. Ahead of him was a big, burly man in his 20's. He was slowly, oddly ambling behind an elderly woman, who was carrying two suitcases and a handbag. Abruptly the action started. The man ripped open her handbag, whisked out her wallet, and darted around down the stairs. The woman screamed, "Stop him! Stop him!"

And Richard C. Neyen, 68 years old, 5 feet 4 inches tall, took off in pursuit. The thief reached the bottom of the stairway, then sprinted onto the Up escalator. Mr. Neyen raced after him. "And then," he says disgustedly, "I lost him in the maze of the construction work going on in the station." Mr. Neyen returned to the track concourse and reported the incident to PRR Police Officer William F. Sullivan. And there, nearby, was the woman helpfully putting her bags in a locker. She had come from Connecticut. She had tickets for the train to St. Louis, where her son was to meet her; but the thief had taken all her cash, $150, so now she was going back home. "Why do that?" asked Mr. Neyen. "You still have your ticket. Here's $10 to take care of your meals till you meet your son." He took her bags out of her locker and got her aboard the Spirit of St. Louis with just 30 seconds to spare. He gave her his card to enable her to return the money. "But you didn't get her address," a friend later chided him. A few days later a letter came from the woman's husband, returning the $10 and a small additional gift. "I think you must be a very kind and swell person to do what you did for a perfect stranger," the husband wrote. Commented Mr. Neyen: "It was only what I'd expect somebody to do for me." But isn't Mr. Neyen kind of old to go chasing thieves? "Old?" he sputters. "Listen, I keep in shape. I play baseball with my grandchildren, and I'm in charge of the recreational program at a Veterans Administration hospital. "You don't have to get old. It's all a case of mind over matter."
When the subways stopped running

If any new emergency pops up in rail operations at New York, you can count on PRR men and women to take care of it.

They've had plenty of practice.

For a year, they've handled the job of maintaining normal train movement in a station that is simultaneously being torn down and rebuilt.

In November, they were hit by the big Northeastern power failure, and they handled the problem so calmly, so efficiently, that they had the railroad back in service faster than anybody expected.

Then last month they were caught in the massive backwash of a city-wide subway and bus strike—and its impact on New York actually fell off about 8 percent. Many people who had planned trips to New York stayed away because of the impossible traffic situation in the city.

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The strike also created personal problems for the hundreds of PRR employees who normally come to work by subway or bus, and who now had to find other means.

Both problems were surmounted after a brief period of disruption.

The strike began at 5 A.M. on New Year's Day—a quiet Saturday in New York. The real impact was first felt on Monday. That was when the Long Island Rail Road, which normally carries about 250,000 passengers a day, suddenly gained 100,000 new ones. They swarmed in through all the entrances and backed up along the sidewalks.

PRR police set up wooden horses and ropes to channel the crowd, but the pressure proved too great.

"They broke through the barricades," said PRR Police Inspector Donald Gibson—"they swarmed over the construction work, and they used their commuter ingenuity to get down to the concourse level, using ladders, ropes or anything else they could find.

"The next day, however, we were better prepared." Overnight, the station was literally divided in half. Under the supervision of Harry J. McNally, chief engineer of the Penn Station improvement project, a 400-yard partition was built out of plywood, wood horseshoes and other materials.

Signs were posted outside the station, directing Long Island passengers to the entrances on 33rd and 34th Streets, and PRR passengers to the entrances on 7th and 8th Avenues and on 31st Street.

PRR policemen with bullhorns helped keep confusion to a minimum. Some employes simply stayed in their offices on a rollaway cot. He's had it for a year since a 1961 emergency—a snowstorm that stranded thousands.

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In all, PRR passenger volume at New York actually fell off about 8 percent. Many people who had planned trips to New York stayed away because of the impossible traffic situation in the city.

As one example:

On Wednesday, January 5, the year's first Ladies Day providing bargain fares to New York, only 9 women bought tickets at Baltimore, compared with 56 on the same date the year before; 18 at Wilmington, compared with 64 the year before; and 275 at Philadelphia, compared with 542.

But for PRR employees at New York, the local traffic situation only meant a challenge to be surmounted. More than 90 percent of the 2300 employes in Penn Station managed to get to work.

John B. Winfield, a yard conductor, was able to hitch-hike the 12 miles from his home in the Bronx, but it took him an hour and a half.

Mrs. Margaret M. Devlin, secretary to the PRR real estate agent, used the New York Central to Grand Central Station, then walked cross-town to Penn Station.

"I'm out of condition," she confessed—"my feet are killing me."

Redcap Julius N. Puryear walked to Penn Station from his home on 164th Street in the Bronx—a distance of 6½ miles. And then, after putting in a day carrying people's bags, he walked the 6½ miles home.

Some employes simply stayed in town. The Pennsylvania Railroad YMCA, which has temporary quarters in the Martinique Hotel, a block away from Pennsylvania Station, had its 56 beds occupied almost around the clock.

"To help PRR employes with their travel problems, we ran a two-car shuttle train throughout the day between the yard and Penn Station," said Frank L. Paulin, passenger trainmaster at Sunnyside Yard.

Mr. Paulin himself slept in his office on a rollaway cot. He's had it on hand since a 1961 emergency—a snowstorm that stranded thousands.

And the cot will stay right where it is for the next emergency that comes along.

Anna Schaaf, at stationmaster's office, lives in E. Bronx but solved commuting problem by staying with Trenton friends.

Ms. Margaret M. Devlin, secretary in PRR Real Estate, smiles though her feet are weeping from the unaccustomed walking.
There is scarcely a location on the PRR that has not seen evidence of the Railroad’s New Look, in the form of improvements in facilities, equipment or operations.

Here is a random sampling of things that were completed or in progress during 1965:

- Pavonia, N.J.—New enginehouse and car shop.
- Enola, Pa.—Improved facilities for servicing electric locomotives.
- Pittcairn, Pa.—Overhead clearance increased under seven bridges.
- Shrewsburytown, Pa.—New yard and yard office.
- Jersey City, N.J.—Two float bridges replaced at Harsimus Cove piers.
- Newark, N.J.—Electric switch heaters installed at Lane interlocking; gas switch heaters installed at Union Interlocking.
- Hagerstown, Md.—Additional facilities for unloading shipments of new automobiles.
- Earnest, Pa.—New facilities for unloading new automobiles.
- Greensburg, Pa.—Radebaugh Tunnel opened up to eliminate restrictions on high and wide loads.
- Wheelock, Ohio—Construction of Motor Yard.
- Lordstown, Ohio—New tracks to serve the General Motors plant.
- Conaway, Pa.—Track changes and installation of a process-line shop for locomotive maintenance.
- Pittsburgh, Pa.—Automobile unloading facilities on the north side.
- Altoona, Pa.—Spot car repair facilities in the eastbound yard.
- Heshbon, Pa.—Additional track for Crichton Coal Company.
- Conemaugh, Pa.—Modern spot car repair facilities.
- Chicago, Ill.—Renovation of 59th Street Yard, including new spot car repair facility.
- Melvindale, Mich.—Automobile unloading facility.
- East St. Louis, Ill.—Spot repair car shop.
- Sandborn, Ind.—Siding to serve Peabody Coal Company.
- Columbus, Ohio—Spot repair car shop.
- Cleveland, Ohio—TrucTrain terminal enlarged to more than double the original capacity.
- Kearny, N.J.—TrucTrain terminal expanded with two new ramps, two additional cranes, improved and expanded parking facilities, and a new office.
- Morrisville, Pa.—New scale for weighing loaded ore cars while coupled and in motion.
- New York—Existing columns at Penn Station strengthened and added columns installed to support concrete slab that will roof over the renovated station and serve as base for the new Madison Square Garden and office building.
- Columbus, Ohio—New M-of-W. storehouse and yard, with improved storage facilities and modern material-handling equipment, to serve western half of the Railroad.
- Linden, N.J.—New automobile unloading facility.
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Establishment of improved mail service, saving a day in transit, by means of a through daily mail car between New York and West Oakland, Calif.

Expansion of unit-train service to Pennsylvania Power & Light Company from one 74-car train to two 165-car trains.

Completion of system for keeping control of supplies and materials through computerized records.

ON THE MOVE

PRR Improvements During 1965

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THOSE WONDERFUL FLORIDA TRAINS

A jet will get you there faster, but why miss all the fun and relaxation of a train ride?
That's the way many vacationers bound for Florida feel, and this is the time of year when thousands enjoy the hospitality of the blue-ribbon trains operated jointly by the PRR and southern railroads.

Typical is the comment of Mrs. Ettie Eastman, of New York: "I get fidgety when I fly, especially when the passenger next to me is nervous. Here I can relax."

And Mrs. Jack Jacobson, of Wynnefield Heights, Pa., making her first Florida train trip with her husband and children, said enthusiastically:
"Excellent service! The steak was superb. And this train really caters to children.
"It looks like we're going to see a lot more of the railroad."

This sort of reaction delights the management and train service men who go all out to make the Florida runs a passenger-pleasing, business-boosting operation.

"We want them to enjoy the trip so much, they'll brag to their friends about it," says James H. Stone, steward on the Seaboard Railroad's Silver Meteor.

Steward Stone presides each afternoon at the popular Hospitality Hour, when all passengers are invited to the diner for Florida orange juice and coffee. The train also features a patio-like Sun Lounge for Pullman passengers.

The Seaboard's Florida trains each have a registered nurse on board, a comforting feature to parents traveling with youngsters. There's an attendant in each coach, as well as a porter in each sleeping car. And there's a passenger service agent to help with travel details.

The Atlantic Coast Line's Florida Special, which started its 78th season on December 16, now offers dinner by candlelight and Pullman dome cars as two new features.

The dome cars run only between Richmond, Va., and Miami; tunnel clearances won't permit operation through Washington.

Train television, which was pioneered last year on the Florida Special, continues this year, with TV receivers in the Pullman lounge and the recreation car.

There are many other extras: Feature-length movies, fashion shows of resort wear, songfests led by the train hostess, and card parties. There are coloring books, crayons and games for the children.

A telephone enables passengers to make contact with home, office, or friends along the way.

One recent passenger, Raeford L. Phifer, a paratroop sergeant, phoned his wife as the train was approaching Richmond, Va.
"Where are you calling from?" she asked.
"I don't know," he said. "Wait till I look outside—I'm calling from the train."

"You're calling from the train?"
As Sergeant Phifer commented afterwards: "People find that hard to believe."

In a recent survey of passengers, women spoke highly of having a phone on the train—but actually it was mostly men who used it. "The women just like knowing it's there," the interviewers concluded.

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The trains are run through the yard's new car washer, then are gone over inside with vacuum cleaners, brushes and mops. The PRR people supply the cars with drinking water, ice, paper cups and towels. Car inspectors check the gear; car repairmen do any necessary running repairs; electricians check the lighting and air-conditioning systems.

"They do a really deluxe job," says John B. Dorrance, Jr., PRR general manager of passenger sales.

The Coast Line recalls that the
Removal of firemen: what have been the effects?

In 1963 Congress set up a Federal Arbitration Board to settle the railroad work rules controversy. In November, 1963, the Arbitration Board issued its decision. Among other things, it authorized the railroads to eliminate gradually up to ninety percent of the firemen working on locomotives in road freight and yard service.

The Arbitration Board provided that a Joint Board be set up later to study railroad operations with and without firemen.

This Joint Board consisted of four men: two representing Management, one from the Brotherhood of Locomotive Engineers and one from the Brotherhood of Locomotive Firemen and Enginenmen.

The Board issued its report on January 5, 1966. Its main conclusion was:

"There have been virtually no adverse effects from the removal of firemen in freight and yard diesel service."

The 122-page report was signed by L. W. Matzke, chairman of the Western Railroad Policy Committee, and Charles J. Coughlin, the first assistant grand chief engineer of the Brotherhood of Locomotive Engineers.

The fourth member, J. L. Shattuck, vice president of the Brotherhood of Locomotive Firemen and Enginenmen, did not sign the report. He held a separate news conference and denounced the report.

In preparing the report, the Joint Board used official Government data and material developed by the railroads and the Engineers' and the Firemen's unions.

The Board reported numerous cases in which the railroads made adjustments in conditions disclosed by the studies. These cases covered three main subjects:

(1) Any reports of undue work burden or hardship to employees as a result of the Award;
(2) the safet

The Board added that it was the consensus of the members of the Engineers' Union that operating without firemen "had not adversely affected either the employee or rail service in general."

The Firemen's Union made a survey in 1965 of some 29,000 firemen then working, the Board reported. Of these, 522 responded, and only 16 complained specifically of undue work burden, the Board stated.

The Board further stated that although the 522 firemen who responded in the survey were decribed by the union as hardship cases, their average earnings in the year after the Award went into effect were 104 higher than their earnings in the preceding year.

Studying all firemen, the Board concluded that "both the average monthly earnings and the average straight-time hourly earnings of firemen who remained in freight and yard service increased as firemen's jobs were abolished."

It added that "none of the senior firemen in freight and yard service when the Award became effective had lesser earnings" unless they voluntarily selected lower-paying assignments. As to living and working conditions, the Board reported that not more than 30 men covered by the firemen's survey now are required to work away from their homes for substantial periods as a result of the Award.

On the subject of the 17,350 jobs eliminated under the Award, the Joint Board cited the following carrier estimates:

More than half the jobs were vacated through natural attrition, such as retirement, death or promotion of firemen to enginenmen.

26 percent of the jobs were eliminated when firemen chose severance pay rather than accept comparable jobs with guaranteed earnings, as provided in the Award. The severance pay averaged $5,600.

5.5 percent of the jobs were eliminated when firemen accepted comparable jobs.

The remaining 18 percent of the jobs were blanked—as authorized in the Award—by removal of firemen who had less than two years' service or who were working part-time. The separation was usually with severance pay.

The Joint Board noted that a large proportion of the men who were eliminated under the Award were eligible for unemployment insurance benefits, but fewer than 10 percent were claiming benefits in July, 1965.

The Joint Board found no relationship between increases in accident and casualty rates and the elimination of firemen. It noted that the rate of increase has dropped as the average crew would fall on the loco

The Joint Board pointed to Interstate Commerce Commission statistics showing that the elimination of firemen's jobs has not adversely affected either freight train or yard operations, or the productivity of freight or yard crews. It took note of maintained or improved records in train speeds and other criteria despite rising traffic levels.

The Joint Board stated that the Firemen's Union often disregarded such considerations as safety and work burden in picking the 10 percent of the jobs which it may freeze under the veto power provided in the Award. Instead, the report said, firemen's jobs providing the greatest earnings and the shortest hours have been frozen.

The Engineers' Union took the position, concurred in by the carriers, that the right to veto jobs should be transferred to it from the Firemen's Union. The Engineers pointed out that any undue burden or hazard that might exist in operations without firemen would fall on the locomotive engineer, not on the firemen who no longer are on the trains.

At PRR's Sunnyside Yard, N.Y., Car Inspector Frank LaPore checks a Florida train.

Engineman G. H. Alban, Chesapeake Division, gets set to move Florida Special.

Pullman Cond. Thomas O'Rourke and PRR Trainman J. J. McKearnan collect tickets.

J. Hansbury, Pullman; A. V. Lenderman, Seaboard; W. N. Sclitz, L. S. Cramdoll, PRR.

At Sunnyside Yard, Americo Ledari puts back a repaired seat on a Florida train.

Evelyn S. Johnson, car cleaner at Sunnyside Yard, goes to work on a dining car.

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Have you ever heard the story of how automobile-on-flatcar hauling started on the Pennsylvania Railroad—40 years ago?

Or how a train’s rough stop caught a kidnapper?

Or how the Broadway Limited got heart failure?

Dr. Harry C. Buhrmester can tell you these stories, and many more.

Dr. Buhrmester is a consultant in internal medicine for the PRR Medical Department. Once a week, he leaves his private office at Lafayette, Ind., and travels to Chicago to render service in the PRR’s Western Region medical office.

Dr. Buhrmester is an avid reader, particularly in history and biography, and he takes a special delight in dredging up little-known stories about railroading.

He took a little time the other day to tell some to The Pennsy.

**Ever hear this one?**

**Little-known stories about the PRR garnered by Dr. Harry C. Buhrmester**

**PRR Steam Warms Romance**

E. Berry Wall, “King of the New York Dudes,” wanted to marry Salome Melbourne, of Washington society. The girl was willing, but her mother wasn’t, and she wouldn’t let her daughter out of her sight.

Mrs. Melbourne arranged a trip to Europe. Wall persuaded his aunt to throw a farewell party, and accompanied Mrs. Melbourne and Salome on the train to Baltimore. During the trip, he parked his top hat near a steam pipe in the car, and the heat knocked it out of shape.

Arriving at Baltimore, he said, with a wink at Salome, “I must go buy a new hat for the party.” Salome promptly said she would go to the hotel and rest. Her mother decided it was safe to leave her, and went to check in at the steamship office.

And so, free of surveillance at last, the Dude and the Debutante ran off and were wedded.

**The Birth of Billboards**

Francis Smith, of the noted publishing company of Street & Smith, was hunting for a spectacular way to advertise the firm’s Weekly. Riding the PRR between New York and Philadelphia, he noted (1) that a lot of important-looking people seemed to travel this route, and (2) that they did a lot of window-gazing.

He hit on the idea of posting signs about the Weekly on private properties close to the right of way. This was said to be the first large-scale use of billboards in the country.

The result was a substantial boost in circulation. And outdoor advertising was on its way.

**How to Get Rich**

Andrew Carnegie came to work on the PRR in 1850, at the age of 14. He wisely chose as his boss Thomas A. Scott, who was then agent at Hollidaysburg, Pa. (and eventually became PRR president). Andy’s intelligence, energy and reliability impressed his boss. As Scott moved up the ladder, young Carnegie was given positions of more and more responsibility, and finally became superintendent of the Pittsburgh Division.

Observing the boom in the iron industry, Carnegie began investing his savings in a company that made iron bridges. This grew so big that he resigned from the railroad. He merged the bridge company with another that made railroad car axles, to form the Union Iron Mills.

This development came at precisely the right time to enable Carnegie to produce the huge beams needed to span the Western rivers over which the Union Pacific was laying its tracks.

And so one thing led to another, and Carnegie wound up with a fortune estimated at $500,000,000.

**Coach Lunch . . . He!**

In the 1890’s, when hotel propagandists in New England resorts closed for the winter and headed for Southern resorts, they usually rode The Federal overnight from Boston to Washington. They traveled Pullman, but their employees had to ride coach. To keep them contented, each coach was provided with several crates of cookies, a barrel of apples—and a barrel of beer.

It was always an enjoyable trip.

**R villain, a manager of Hornblower & Weeks-Hemphill Noyes, the investment firm, boarded the Broadway Limited. He later sent this letter, written on the train:**

“New York electrically dead. Broadway Limited found its way to the hotel. No one was there. The railroad officials and the father. Forty-five miles from Camden, a white flag was sighted in the underbrush. A package of marked bills was thrown off. Instantly the brakes were applied. And the astonished kidnapper was caught with his hands full of money.

**Broadway Limited’s Big Race**

Man o’ War, one of the most famous race horses of all time, was bought by Sam Riddle in 1917 for $5000, and brought in more than $3,000,000.

One of Man o’ War’s sons was bought by W. T. Waggoner for some $65,000, and was hopefully named Broadway Limited. But the horse lost every race he was in. One day, his big chance came. He was competing for a $900 purse. As he entered the final stretch, Broadway Limited found himself out completely for the first time in his life. The shock was evidently too great. Broadway Limited collapsed and died.

**Conductor’ rides the engine cab**

Donald Voorhees, orchestra conductor on TV’s Bell Telephone Hour, recently was guest conductor of the Altoona Symphony Orchestra. While there he was given the chance to achieve a long-standing ambition: To ride around Horseshoe Curve in a locomotive.

Mr. Voorhees, son of an engineer, dimly recalls once riding with his father. “I’ve always wanted to ride an engine again,” he says. “I’ve ridden around the Horseshoe Curve many times in The Broadway, but it was a thrill to see it from up front.”

Mr. Voorhees is shown in the engineer’s seat. Of course, before the train moved, Engineerman P. E. McIntyre took over.

**The darkened city**

During the recent power blackout at New York, Donald D. Sullivan, a manager of Hornblower & Weeks-Hemphill Noyes, the investment firm, boarded the Broadway Limited. He later sent this letter, written on the train:

“New York electrically dead. Broadway Limited an oasis of fine food for people in a bewildered city. The Penn R.R. never looked so good. Upstairs at street level, there was good-humored confusion. On the Broadway there was the assurance that goes with professional stewardship. I and the following send compliments to The Broadway.”

Fifteen other passengers added their signatures.
Nation's railroads advance—A year-end report by the Association of American Railroads shows that the Class I railroads—the 76 largest roads—hauled 690 billion ton-miles of revenue freight in 1965, the largest amount since 1964. Factors that helped produce the traffic gain were the general business prosperity, lower freight charges, and increasing use of such rail services as unit trains, rack-car hauling of new automobiles to market, and piggyback hauling of truck-trailers, which passed the million-car mark in 1965 (see chart).

During 1965, the railroads put into service 67,000 new and rebuilt freight cars. This increased their carrying capacity from 87 million to 89 million tons. New cars and locomotives and improvement to railroad facilities in 1965 contributed 690 million-car mark.

Net income increased about 12 percent. However, the average return on net investment in railroad property was only 3½ percent; and for the first nine months of the year showed that 17 of the 76 Class I railroads operated at a loss.

AAR President Daniel P. Loomis said, "With continuing general prosperity and a growing economy, 1965 was an encouraging year for the Nation's railroads. Generally, the outlook for 1966 leads railroad men to feel that the same economic climate will enable the industry to continue its growth of traffic and service."

But the AAR executive added that continued progress "will depend greatly on what 1966 brings in new public policies to provide equality in Government treatment."

Another boost for passenger business—The PRR last month established bargain one-day, round-trip coach fares between Philadelphia and Harrisburg, Pennsylvania's capital. The tariff filed with the State Public Utility Commission cut the fare from $9.96 to $7.50. Intermediate points also share in the savings. Round-trip fare between Harrisburg and Paoli goes down from $8.05 to $6; and between Lancaster and Philadelphia, from $6.62 to $5.

Business on Philadelphia-Harrisburg trains has recorded an increase since some additional trains with extra seating were added to the New York-Washington line since October. Business on Pennsylvania, New York Central, and Erie lines increased 16 percent from $43.73. The company matches what the employee pays. In addition, the contributions made by employees amounting to 4 percent of each employee's monthly earnings, up to $400, in the Unemployment Compensation Fund. Employees do not contribute to this fund.

Help for a tax headache—In many States, railroads are taxed more than other industries and property owners. Last month, the New Jersey State Tax Policy Commission urged two steps toward correcting that situation.

It recommended an immediate tax exemption for all railroad property used for passenger service. It also called for a tax reduction on such property as freight stations and docks as soon as adequate State funds are available to replace the income that local communities would lose through this tax cut. New Jersey's Governor Hughes has recommended a State income tax. If passed, it could provide the needed money.

The commission stated that New Jersey railroads are burdened with the heaviest property taxes in the Nation, and the burden becomes especially apparent in commuter service. Said State Senator Wayne Dumont, Jr., commission chairman: "Unless they get some tax relief, they won't be able to function much longer."

Money for the airports—The Federal Aviation Agency has just issued a new five-year national airports plan. It recommends construction of 887 new landing facilities and improvements to 3219 others. Estimated cost: $795 million. The agency said that the plan is based on a predicted rise in airline passengers from 82½ million in 1965 to 167 million in 1970.

Are low prices illegal?—Last month the PRR and the Louisville & Nashville Railroad started court proceedings to answer a vital question: Do railroads have the right to cut freight rates to the level needed to attract traffic?

The two railroads ask the United States District Court at Louisville, Ky., to overturn a ruling by the Interstate Commerce Commission, which denies them permission to make such a rate cut affecting ingot molds, used in making steel.

A 11-member I.C.C. disapproved the new low rate by a vote of 8 to 3. In explaining its decision, the majority stated that the proposed rate cut by the railroads would threaten not only waterway traffic but the actual survival of the barges lines.

The two railroads, in their complaint to the court, argue that the I.C.C. decision violates Federal law and contradicts a previous decision of the Supreme Court which forbids the I.C.C. to keep rail rates up just to protect barge lines from competition.

The new case seems likely to raise again the question of "umbrella rate-making"—that is, a policy of requiring some carriers to keep their rates high in order to shelter other carriers. In 1958, Congress passed a law supposedly outlawing such rate shelters. When the I.C.C. later issued a rate decision which the railroads thought was in viola-
Why is Statistician Frank Kowalewski getting such a cold greeting?

Answer: He forgot to bring home The Pennsy

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