UP NORTH ON THE PRR
See Page Four
Bigger cars, lower rates aid PRR drive to haul more GRAIN

Grain pours into a jumbo covered hopper at Early & Daniel Company, Cincinnati.

It was a novel-looking train, the one that Conductor James C. McGeary and his crew, with Engineer Charles M. Campbell at the throttle, were hustling toward the South Philadelphia waterfront. Included were 30 new cars. Some were of gleaming aluminum. Others were of gray-painted steel. All were covered hoppers, jumbo-size, each capable of carrying 100 tons of cargo.

Conductor McGeary's crew placed the cars on the tracks of the Tidewater Grain Elevator Company, where they were unloaded.

Soon afterward, their contents were pouring thunderously into the mammoth holds of SS. Christofferson-Oldendorf, bound for West Germany—1,136,000 bushels of corn, the largest cargo of grain ever shipped out of Philadelphia.

This giant shipment and the giant freight cars that carried it are features of the PRR's drive to win a larger share of the grain traffic—the carloads that mean employment for men like Conductor McGeary and Engineer Campbell.

"It's a tough, tight, highly competitive situation," says Ernest L. Wogen, manager of freight rates. "Grain has historically been an important part of our railroad's business," he says. "Grain for export traditionally moved from Midwestern farms to our Atlantic ports for loading on ocean-going vessels. In addition, a large volume of grain from the Northwestern fields moved to Great Lakes ports like Duluth, Minn., and Superior, Wis., and from there was forwarded by lake vessel to Erie and Buffalo. Here the grain was stored in PRR elevators, and later went into PRR cars for delivery to our elevators at Philadelphia and Baltimore for export."

"In 1959, all of us involved in this traffic received a wallop. Its name was the St. Lawrence Seaway."

The Canadian and American governments had joined to forge an all-water route through the St. Lawrence Seaway into the Great Lakes. Now ocean-going vessels could sail into the heart of the continent and dock at Detroit, Toledo, Chicago, and other Great Lakes cities. Sellers of grain to overseas customers could export it directly by ship from Lake ports at a cost lower than via the rail-plus-ocean route.

When the Seaway was in the planning stage, the railroads and the Atlantic port cities vigorously protested the use of Government money—that is, taxpayers' money—to create a new "right of way," competing with an existing one.

But the Seaway went through; and the PRR had to try to meet the competition by reducing its export grain rates to the Eastern Seaboard, shaving the profit margin considerably. In many cases, even that wasn't enough to meet the low direct Seaway rates of foreign flag ships, and PRR grain traffic continued to decline.

In 1959, PRR men had more than 16,000 carloads of wheat, corn and other grains to haul to the PRR tidewater elevators.

In 1963, the figure was down to 11,000.

This called for special study by grain specialists on the staff of Russell W. Talbot, assistant vice president, marketing, and there were Mr. Wogen, William M. Fletcher, assistant manager of freight rates; and Leon I. Persky, special agent. They were joined by Thomas J. Bradley, manager of grain and foreign traffic sales, and by representatives of the chief mechanical officer.

The solutions they decided on were to set up multi-car rates, and to acquire new-type jumbo hoppers that load up to 100 tons per car, instead of the 50- and 60-ton loads of the typical grain car.

New low rates were put into effect for the Fall of 1965. They provided savings up to $100 per car. They applied to wheat, corn, barley, oats or rye, moving in jumbo hopper cars from elevators in Chicago, Buffalo, Erie and points in Michigan, Indiana and Ohio, to Rhe docks at Baltimore and Philadelphia.

The bargain offer specified that the customer must ship at least 2250 tons at a time, or about 23 jumbo hopper loads; that there be no stopping in transit; and that there be no more than 48 hours' free time for loading or unloading. These rules were necessary to keep PRR costs low enough to make the new rates possible.

"The special rates were a big factor in boosting our export grain business to more than 15,000 carloads in 1965," Mr. Wogen says. 新的宽体货箱正在密歇根州底特律的码头装载。新儒勒铝制货箱在费城卸货。

The new jumbo hopper cars are making a hit with shippers.

"They save us time and money," said Michael W. McGrath, vice president of the Early & Daniel Company, at Cincinnati. "We don't have to do any cooperation, as we do with boxcars. And we can load these cars fast because of their design. With the continuous trough hatch in the top of the car, we can almost load a cut of cars without interruption."

Charles B. Saul, the firm's vice president, traffic, commented after one shipment: "The cars left here on Tuesday and were in Philadelphia on Thursday. That's a fast movement. The railroad did exactly what Bill Milligan (PRR district sales manager) said it would."

To help fortify the new low rates, PRR people "must keep these hopper cars rolling," says Mr. Wogen. "Each of these cars costs as much as many a modern home—$15,000 and up. They're too expensive to let sit around idle."

"The Railroad is also encouraging shippers to acquire such cars. When we haul a shipper-owned car, we pay a rental for every mile."

"So whether we own them or the shipper owns them, the cars are a costly item. The ability of Railroaders to handle them with care and keep them on the go will have a large bearing on the success of this effort to boost our business."
Here's the action at the Gandy Dancers' Ball

The word “gandy dancer” is old-time railroad lingo for a track worker. But actually, that has nothing to do with this story.

“We just wanted to find a name with a railroad flavor for our annual social event, and somebody came up with the Gandy Dancers’ Ball,” explained Guy H. Cump. “We made sure everybody clearly understood that we weren’t restricting the event to trackmen.”

Mr. Cump is assistant trainmaster at Trenton, N.J., on the New York Division. One day, two years ago, he got to talking with Enginehouse Gang Foreman Donald P. Shepherd and Clerk Mary H. Garots about the lack of any social activity to promote PRR fellowship.

They decided to try a dance.

“We were skeptical about the outcome, and, in fact, only 53 came,” says Mr. Cump. “But those who attended thought it was terrific. They saw they could have a good time together. They talked about it to their friends. And we were encouraged to try again in 1964.

“This time, 175 turned out.”

With that experience, the dance committee wasn’t too surprised when the 1965 dinner-dance racked up an attendance of 280.

“It’ll be even bigger next time,” Mr. Cump predicts.

To promote the dance, the committee put posters on bulletin boards throughout the Trenton and Morrisville, Pa., area.

Drawings were held before the dance to defray costs of the orchestra; and tickets at $3.50 per person paid for the roast beef dinner.

“One of the nicest things about a social event like this is that it uncovers unsuspected talents,” Mr. Cump says. “At our last dance, Engineer Daniel A. Bowes displayed a fine tenor at the mike, and Freight Conductor Francis X. Moran played a portable organ he built himself.”

Choosing door-prize winners: Assistant Trainmaster Guy H. Cump, Clerk Mary H. Garots and Gang Foreman D. P. Shepherd.

George M. Garrison, head clerk, dances with wife of his brother William, a car inspector.

Edward Squibb and his wife demonstrate the twist. He’s the son of Ruth Squibb, clerk in the Morrisville Enginehouse.

Eddie Janowski, gang foreman in the Car Shop, does a polka with Dorothy, daughter of Gang Foreman James Crawford.

A sedate waltz is the choice of Marcelle Ryan, stenographer, Finance Dept., and her uncle, Yardmaster Eugene Schwartz.

Three PRR men play with “The Tophatters”: Yardmaster Donald J. Ryan, Yard Clerk A. J. Procelli, Yardmaster G. S. Bittoritt.

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The Great Train Race

Charles L. Glass loves kids and he loves railroads, and he proves it every year by getting up bright and early on New Year’s Day to help supervise hundreds of children at a model train race.

“There sure is a lot of whooping and hollering,” says Mr. Glass.

He’s a PRR freight conductor, a local chairman of the Brotherhood of Railroad Trainmen, and currently president of the Pennsy Family Club at Fort Wayne, Ind.

For nine years, the club has co-sponsored the annual model train race held at the Fort Wayne YMCA. The club helps provide the prizes and trophies, and many of its members show up to help keep a semblance of order during the hectic event that usually runs for six hours or more.

There are three dual sets of track layouts. One set is HO gauge, the second is standard-gauge diesel, and the third is standard-gauge steam. Every entrant has a try at all three, each time competing against another boy on an identical track.

At a signal, each boy runs his train five times around the track and tries to cross the finish line before his opponent.

“It isn’t the fastest engine that wins—it’s the most careful driver,” says Mr. Glass. “If a kid runs an engine too fast, it leaves the track, and he loses time putting it back.

“The winner of each run keeps coming back until the champion is decided.”

This year’s competition had almost 400 contestants, from six to 13 years old.

“What all this does,” Mr. Glass says, “is stimulate interest in railroads. These kids are potential customers or employees, and they look for the romance in railroading.

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How do America's railroaders rate the PRR?

Each year Modern Railroads, monthly magazine of the railroad industry, conducts a poll in which a cross-section of its 25,000 readers vote on outstanding people and events. The results of the balloting for 1965 are shown on this page from the January, 1966, issue.

The PRR was chosen as the railroad that showed the greatest improvement in 1965. This was the second straight year that the PRR was so rated.

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Readers Pick Saunders as Man of Year, 1965

Stuart T. Saunders, chairman of the Pennsylvania Railroad, has been selected “Railroad Man of the Year” for the second consecutive year by the readers of Modern Railroads.

Following are the questions and the voting results (percentages are of readers who commented on each question):

- Who is the person who did most for the industry during 1965, the “Railroad Man of the Year”?
  - S. T. Saunders, chairman, Pennsylvania Railroad: 22.5%
  - D. W. Brosnan, president, Southern Railway System: 15.7%
  - B. W. Heineman, chairman, Chicago & North Western Railway: 10.1%
  - H. H. Pever, president, Norfolk & Western Railway: 8.8%
  - Among others frequently mentioned were J. W. Barriger, president, M-K-T; Jervis Langdon, Jr., chairman/president, Rock Island Lines; A. E. Perlman, president, New York Central; and W. T. Rice, president, Atlantic Coast Line.

- What was the outstanding railroad for 1965?
  - Norfolk & Western Railway: 23.8%
  - Southern Railway System: 12.9%
  - Atlantic Coast Line Railroad: 8.3%
  - New York Central System: 8.3%
  - Pennsylvania Railroad: 8.3%
  - Southern Pacific Company: 7.7%

- What was the most important railroad event of 1965?
  - N&W-C&O merger proposal: 29.5%
  - ICC approval of SR’s “Big John” grain rates: 20.1%
  - ICC examiner’s recommendation of the PRR-NYC merger proposal: 10.8%
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- What was the railroad that showed the greatest improvement in 1965?
  - Pennsylvania Railroad: 16.2%
  - New York Central System: 14.8%
  - Chicago & North Western Railway: 10.5%
  - Baltimore & Ohio Railroad: 7.7%
  - Norfolk & Western Railway: 7.0%
  - Other railroads mentioned include the Erie-Lackawanna, Southern, ACL, Missouri-Kansas-Texas, and the Reading.

- What was the outstanding development in railroad equipment or “hardware” in 1965?
  - New high-horsepower diesels with a-c alternators: 15.2%
  - Jumbo covered hoppers for grain: 12.5%
  - Flexi-Flo bulk commodity car: 10.7%
  - Jumbo box and tank cars: 8.9%
  - Computers: 6.3%

- As with the most important railroad event, the votes for the outstanding “hardware” development covered a broad range. Quite obviously, locomotive and car developments ranked high, but it is significant that there is growing awareness of computer developments. Not only did computers, themselves, make a good showing, but also frequently mentioned were SR’s computerized control center, the computerized tamper-truck liner, and the mid-train “load sensor” motive power control.

- What other railroaders, in any area of responsibility, made notable contributions in 1965?
  - In this category, John W. Barriger, president of the M-K-T, was most frequently mentioned. And since he also is a railroad president and was cited in the first question, it might be inferred that his “area of responsibility” is that of “savior.” Others frequently mentioned were J. E. Wolfe, chairman of the National Railway Labor Conference; Daniel P. Loomis, president of the AAR; P. H. Reistrup, director passenger service, C&O-B&O; W. M. Keller, vice president, AAR Research Department.
SKI COUNTRY

If you think wedeling is something like yodeling, schussing means hushing a child, and slalom is the name of the woman who danced with the seven veils, you're obviously not a skier.

There are a lot of PRR people around Buffalo and other parts of the Northern Division who will gladly explain to you that wedeling, schussing and slaloming are all maneuvers for skiing down a hill.

They'll learnedly inform you that skiing is mentioned in ancient sagas of the Norsemen, and that Procopius, the Byzantine historian, wrote about skiing in the 6th Century A.D.

They'll also tell you proudly that in the past few years skiing has become the Number One winter sport in America.

Here is a typical group of enthusiasts in pictures taken by a non-skiing Pennsy photographer.

First we meet Martin L. Schultz, PRR draftsman, and his family. He's been skiing since high school.

Mr. Schultz joined the PRR in 1948. He took time out to serve on the aircraft carrier, Wasp, during the Korean War, and found the opportunity to ski in Hokkaido, Japan.

"The Japanese do it the hard way," he says. "They don't have ski lifts. They wrap non-skid devices around their skis and walk up the mountain side. There they view the scenery, eat lunch, and take pictures. After that they remove the non-skid devices and ski down the hill.

"Then they're through for the day. One trip is enough." Mr. Schultz and his wife, Dolly, have skied in Pennsylvania, New York and New England. He is giving his children a taste of the sport by carrying them on ski rides (they keep yelling, "Faster, faster!"). But he won't actually put them on skis until they ask him to.

"I don't believe in forcing them," he says.

"It's a great sport, though. After a day out on the hills, the kids drop off into blissful sleep while we're driving home."

Colleen Conroy, Personnel clerk-stenographer, has been skiing about eight years.

"The first time I put on skis, a friend shoved me down a long hill," she says. "I screamed all the way. But then I decided I really loved it."

She skis at a number of Buffalo ski slopes—Glenwood Acres, pictured here, and at Kissing Bridge. She quickly explains that the latter name has no significance. She has also traveled to Mt. Snow, Vermont, and Aspen, Colorado.

The headiest type of skiing—jumping a hundred feet or so through the air off the end of a snow slide—is something she won't try.

"I know my limitations," she says.

Mrs. Jacqueline Huson, stenographer to the division engineer, was introduced to skiing by a girl friend three years ago. In turn, Mrs. Huson got her husband, Frederick, a PRR fireman, interested in the sport.

"He's a terrific skiier. They illustrate the slogan: Families that put on skis together, freeze together."

Mr. Schultz and his wife, Dolly, are shown here with their three children—Colleen, 4; Paul, 3; and Kathleen, 6.

Now they're a skiing team. They keep yelling, "Faster, faster!"

There are a lot of PRR people who will never show up on the American economic system, which has given our people the highest standard of living in history," says Charles R. Williamson, PRR assistant district sales manager at Steubenville, Ohio.

Mr. Williamson is one of three PRR men who are advisors to PARRCO. The others are Ernest L. Clausing, senior industrial engineer at Pittsburgh; and Joseph R. Grecko, lead clerk in the Revenue Accounting Office at Pittsburgh.

"This gives us a good sense of responsibility," added Ray Park, 18, a brakeman. "Our PRR sponsors travel a long way to get here and we certainly appreciate their dedication."

PARRCO's members started out in business by learning the function of capital. They issued stock and sold it—at $1 a share—to parents, neighbors, and the public.

They used part of the money to rent work space in the Junior Achievement Center—a renovated store in downtown Weirton.

Another portion of the capital was used to buy materials for manufacture. The PARRCO youngsters decided to make three items: lint brushes, trivet stands for hot dishes, and three-tier candy dishes.

They learned the importance of turning out a good product that people will want to buy, and the importance of avoiding waste and needless capital, buy raw materials, manufacture a product, and sell it, door-to-door.

At the end of the project, which usually runs for eight months, the assets are liquidated, income tax forms are filled out, and the stockholders are paid back with a profit of any.

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Ready to go to work!
Here’s the PRR’s new
RAIL WHALE

She’s big and hefty, she’s gleaming white with a tuscan red underbelly, she’s the PRR’s new super jumbo tank car, and her name is Rail Whale.

The car moved out of Samuel Rea Shop, at Hollidaysburg, Pa., last month. It is now ready to go to work for shippers of bulk liquids, and show them how they can save money by high-volume loading.

The Rail Whale can carry up to 38,000 gallons — more than three times as much as most tank cars.

“A real whale,” said Pipefitter Paul A. Houldsworth, who worked on the car.

Many PRR people feel a personal connection with the new car. Employees all over the System participated in a contest to provide a name. The judges reviewed 18,724 entries before choosing the winner.

The car is being presented to the shipping world under the name, Rail Whale; but for technical railroad purposes, it will be known by its class symbol, TP-1, and its number, 500001.

The PRR men who assembled the car have a lot of confidence in it. They saw it being tested.

On a track at Hollidaysburg Yard, No. 500001 was carefully checked as it coupled against the solid mass of 14 gondolas loaded with scrap steel.

On the rear of the gondolas was a hopper car specially equipped with a “strain gauge” coupler. Wires from this car stretched to an adjoining track and into the Test Department’s instrumentation car, an electronically equipped cabin car. Inside, in front of an oscillograph, sat Lead Inspector A. F. Emmerson.

Under the supervision of Assistant Foreman Paul R. Mumaugh, Joseph T. Fiochetto and Louis F. Tartaglio attach the air brake booster pipe, aided by Lead Inspector Clayton E. Rudasill, the Rail Whale was pulled up a track with a 2 percent grade, then released to roll down into the hopper and gondola cars. The impact force appeared as a wavy line on the oscillograph.

This was done six times at different distances, with Conductor Fred Ellis’s crew doing the car handling.

After each impact Leroy W. Bertram, resident mechanical engineer at Altoona, minutely examined the seams and fittings on the tank and the running parts of the car. He was assisted by two junior mechanical engineers, Mason B. Flagg and Robert W. Cheeseman.

Their verdict: Perfect performance.

Another test was made on a track near Altoona Steel Shop, under the supervision of Edward T. McGuire, general foreman of maintenance.

The purpose was to verify the leakproof strength of the tank, which will transport liquids under pressure.

The tank was filled to capacity with water. Then the outside of the car was thoroughly dried with an air hose and rags by Pipefitters A. S. Kivler and F. A. Marketta.

After that a hydraulic pump was attached to build up the inside pressure to 240 pounds per square inch. Again Mr. Bertram and his assistants checked every seam, gasket and fitting on the tank for the slightest sign of leakage.

There was none.

This car and a second one now being completed are expected to serve as models for future car-building plans of chemical companies and other industries that own their own tank cars or lease them. Traditionally, railroads themselves do not own tank car fleets.

The PRR expects the Rail Whale to demonstrate that shippers can save money not only because they can ship in high-volume cars but also because the capacity and fast movement of this type of car will lessen the need for expensive storage facilities and big inventories.

With such selling points, PRR salesmen hope to attract traffic that now moves primarily by waterway, and bring in many new tank-loads for PRR crews to handle.

Train emergency

Moments before the train was to leave Wilmington, Del., for New York, Brady Leach passed out in his seat.

His wife, Dorothy, who was going to visit the World’s Fair with him, called for help. Somebody summoned Louis E. Smith, assistant district sales manager, and Chapman M. Ward, supervising agent.

They helped Mr. Leach to a wheelchair and into the family car. Mrs. Leach drove to a nearby hospital, where doctors diagnosed a back ailment that would require surgery.

Before Mrs. Leach drove away, Mr. Ward refused her train fare and suggested she leave her Fair tickets. He sold these for her and sent the money to her home.

“Words are inadequate to express our appreciation,” Mrs. Leach later wrote. “We are very grateful and also richer for having met such wonderful people.

“We shall never forget this.

“By the way, the doctors say my husband will be fine.”
To some PRR men, this was “The trickiest shipment ever”

After coddling the big, ponderous, 214,000-pound, girder-like object across the railroad last month, many PRR men agreed with Charles B. Penrose’s comment: “Just about the trickiest shipment ever.”

The 90-foot shipment left the plant, moved through tight clearance between buildings.

P. C. Martih and C. B. Penrose, assistant clearance supervisors, plan the big move. morning, it was an 18-hour day—just to move the load one mile to York Tower.

From here, running as a special three-car train with a 15-mile speed restriction, the shipment went on an intricate, roundabout route to avoid other clearance problems.

It went up the Northern Central Branch to City Tower, then across the Susquehanna River and along the A&S Branch to Columbia, then on the Columbia Branch to Harrisburg. From here it went to Rockville—and back across the Susquehanna again to Lemoyne. After that, it went down the Cumberland Valley Branch to Hagerstown.

Here it was turned over to the Western Maryland and the B&O, which handled it for 94 miles, and then gave it back to the PRR at Fort Meade, Md. Finally PRR men ran it the remaining 13 miles to the destination siding at Seabrook, Md.

Total mileage: 246.

A direct route would have been only 86 miles.

The microscopically detailed planning and performance that went into the job was not lost on Allis-Chalmers. Russell E. Little, traffic manager of the York Works, sent a letter of commendation: “We want you to know we appreciate immensely the full cooperation that was given us by your various services in effecting this shipment, and enabling us to bring this operation to a successful conclusion.”

The 90-foot shipment leaves the plant, moves through tight clearance between buildings.

Wreck derrick hooks onto the load and swings it from side to side to ease it through.

On The Way Up
President proposes new Cabinet office

In his State of the Union message to Congress on January 12, President Johnson proposed the establishment of a new Cabinet department headed by a Secretary of Transportation. He said it was "needed to bring together our transportation activities, because the existing structure of 35 independent agencies that deal with transportation "makes it almost impossible to serve the Nation's growing needs of all the right of the taxpayers to full efficiency and frugality."

Among other subjects, the President said he will propose a new Highway Safety Act "to seek an end to the destruction on our highways, which threaten our life to 80 to 90 billion dollars in property over the next ten years"; and he said he would ask Congress to consider measures to "enable us to deal effectively with strikes which threaten irreparable damage to the national interest."

The following day, Bill D. Moyers, the press secretary, reported that the President is planning to send Congress a special message devoted to transportation.

For a better future—President Johnson's proposal for establishment of a Department of Transportation was applauded by PRR Chairman Stuart T. Saunders. In an address before the Economic Club of New York, Mr. Saunders said America's transportation problems are so complex that they need the concentrated attention of an executive agency with Cabinet authority.

At present, the 35 Federal agencies dealing with various phases of transportation spend about $5 billion a year, he pointed out. Each agency tends to be concerned only with its own needs and to promote one type of transportation. The railroad industry, said Mr. Saunders, is the only form of transportation that "has no special champion for promotion and development."

"A Department of Transportation is so important to the sound advancement of transportation in this country that all segments of the industry should work together for passage of such legislation," Mr. Saunders continued. "As an industry we should forget our differences and think in terms of the national good."

"Regulatory functions should not be transferred to this new Cabinet department. Its role should be primarily that of promotion and development. By the same token, the quasi-judicial character of the regulatory agencies makes it imperative for them to continue to be independent."

"Our country's involvement in Viet Nam and our struggle against inflation add urgency to the revision of transportation policy. Transportation ranks in importance with all the other vital elements of our society and must not be ignored," Mr. Saunders stated.

Mr. Saunders stated that although 1965 brought improvements for the transportation industry, the increase in profits and the rate of return on investment was far below the average for virtually every other business.

Railroads are handicapped by a "hodge-podge" of regulation which produces inefficiency and costs the public "hundreds of millions of dollars every year," he said.

"If given free opportunity to compete for business and to utilize fully technological advances, the railroads could easily carry three or four times the volume they are now handling."

Financial report—The Pennsylvania Railroad Company reported net income of $33.8 million for 1965. This was an 18 percent increase over the 1964 figure. Freight revenue went up 4 percent during the year, but passenger revenue went down 6 percent, despite some $4 million in additional receipts from World's Fair travel.

New underground rail link—The PRR and the Reading Company have given the City of Philadelphia their approval of the concept of a center-city tunnel link between the two commuter rail systems. The two railroads have approved the concept of a center-city tunnel link.

Progress at Penn Station—Reporters, news photographers and TV cameramen were on hand one day last month for the ceremonial erection of a steel column at Penn Station, New York. The column is the first of 48 that will form the perimeter of Madison Square Garden. The circular sports arena, which will be able to accommodate 22,000 spectators, will have no inside columns to block the view.

Grade crossing tragedies—Circumstances in the majority of 19 recent grade crossing deaths were "puzzling," the Elizabeth (N.J.) Daily Journal said in an editorial. The newspaper pointed out that the State Safety Council found more than half the accidents occurred at crossings protected by automatic or manually operated gates, lights, bells, watchmen, or a combination of these safeguards. Furthermore, most of the fatalities involved drivers who lived within 25 miles of the scene—persons who might be expected to be familiar with the crossing.

"Approach to a railroad track ought to be made as cautiously as one is supposed to drive up to an amber traffic signal or venture across a stop street," the Daily Journal said.
It's the era of supersonic speed, TV dinners, dehydrated cream, cramped space, airport traffic, and waiting for the fog to clear up.

We know a good escape.

It's called the Broadway Limited. It goes to Chicago every day.

Being a train, it's a lot slower than a Wingjet, Speedjet, or a Jetjet. Slower but nicer.

If you have work to do, for example, you can do it in unmitigated privacy. In a roomette, bedroom, compartment, drawing room or master room. (How much work would you have done in your hotel room in Chicago?)

For the social minded, there are two lounges on the Broadway Limited. And enough time to strike up an acquaintance. Or consummate a business deal.

Our dining car is equipped with real tables, real plates and a real choice of food.

And if that isn't enough, it takes a whole night to get to Chicago. Time to recuperate from the bedlam past and the bedlam to come.

What airline can offer as much?

The Broadway Limited to Chicago. Pick it up at Penn Station at 6 P.M.

Few railroad ads of recent memory have stirred as much comment as the PRR's novel series on the Broadway Limited. Here is the latest of these light-hearted messages, designed to win new friends for PRR service.