Now the boats “sail” on rails

When the Traveler Boat Division of the Stanray Corporation built a big new plant last year at Danville, Ill., officials took another look at their method of delivering the boats they manufacture.

What caught their attention was the vast fleet of railroad rack cars that were carrying hundreds of thousands of new automobiles to market.

“Couldn’t a rack car be designed to carry boats?” Stanray officials drew from their long experience with the railroad industry, their own research, and independent research by car designers, and came up with the new railroad car pictured here.

This car, one of a number now in service, made its first delivery on the Eastern Seaboard recently.

The 88-foot car carried 24 fiberglass boats from a Traveler warehousing center at Waycross, Ga., northward through Washington, D.C., and then via PRR to Willingboro, N.J., for delivery to the Big "D" Valley Marina.

The $6 million plant at Danville is the first in the boating industry to have its own fleet of rail cars.

The new plant and the development of the multi-level rack car represent a “bold new concept in small-boat manufacture and marketing,” said R. Arthur Williams, president of Stanray.

Previously it was not deemed feasible to transport boats more than 500 miles from the boat-making plant, he said. Now the company is ready to deliver boats to every section of the country.

Aluminum boats can be banded together and shipped in boxcars; but fiberglass boats are hard to stack and would be subject to damage, he explained.

“For this reason, they have been shipped by truck trailers up to now,” he said. “Designing of the new rack car helped solve simultaneously the problems of high costs and damage.”

The racks and tie-down gear are adjustable to accommodate boats of different sizes, and permit hauling of boats with inboard-outdrive power, thus making possible delivery of fully-equipped boats to the customer.

“One of the substantial advantages of the new car is the saving achieved over the use of truck-trailers,” a Stanray official said. “The need to change drivers on cross-country hauls, or have the driver stop periodically to tighten the load, sleep, or lay over because of bad weather—all these are eliminated.”

Mr. and Mrs. John Murray, of Ashland, N.J., buy fiberglass boat that came by PRR.

Conductor Daniel C. Taylor, New York Division, couples switcher to the rack car.

William C. Davis, PRR agent at Riverside, N.J., tells consignee boats have arrived.

The idea got started one day last June when a neighbor rang at Mrs. Rollemi’s door in Germantown, Philadelphia, to tell her that a beagle pup was in the middle of the street, in danger of being run over.

“She knew I was the easiest touch in the neighborhood for dogs,” Mrs. Romelli says. “I had three Chihuahuas of my own at the time.”

The beagle came along willingly, and has stayed ever since.

In an effort to find its owner, Mrs. Romelli ran an advertisement for three weeks in a Philadelphia newspaper. More than 40 people came to look at the dog, but it belonged to none of them.

“That started me thinking,” she says. “If 40 people came to look at just one kind of dog, think of how many other lost dogs there must be.”

“I began gathering statistics. There are 15 substantial newspapers in our area and they run about 150 lost dog ads a month.

“A Government study has shown that only one out of ten dogs that disappear are advertised as missing. That means approximately 1500 dogs disappear each month in the Philadelphia area.”

Mrs. Romelli talked about this to her friends, and pretty soon the Lost Dogs Society was in existence. It now has about 200 members.

Mrs. Romelli maintains a central file of all dogs reported as missing in ads in the 15 newspapers. She also looks for all ads placed by people who have found stray dogs. And members of the society regularly visit animal shelters and make a list of all pure-bred dogs and mongrels with markings making them identifiable.

“They try to connect dog and owner.”

She believes that some dogs are the victims of “dognappers,” who sell them for use in research. A Congressional committee plans to hold hearings on the subject. Mrs. Romelli has received a letter informing her that she will be called as a witness.

Of all the members of the Lost Dogs Society, Mrs. Romelli is the only one who has never lost a dog.

“But it’s always a thrill to help somebody else find his pet,” she says. “It’s satisfying work. It’s something I owe to Sonny Boy.”
Mr. Jones has the stage

As passengers settle into their seats on The Kentuckian, and the train glides northward out of Louisville, Ky., Trainman Ray W. Jones stands in the middle of the aisle and says:

“May I have your attention?”

“I am Mr. Jones. This crew will be with you for the first two hundred miles of your journey and we will surely try to make your trip a pleasant one.”

Then he starts into an 8-minute talk that has entertained hundreds of passengers during the past year and a half.

It’s like a theater travelogue. As the train crosses the PRR bridge over the Ohio River, he describes the history of the bridge, its dimensions, and how it operates. He points out, among others, the Colgate plant, from which, he says, “his main love has always been...”

He points out, among others, the Colgate plant, from which, he says, “the most beautiful aromas emanate.”

“Sure does smell good around here.”

He discusses the unpredictable Colorado River, and says that during last spring’s runoff, the river water could “best be described as too thick to pour and too thin to plow.”

In a more serious vein, he tells his passenger audience that the locks and dams on the river are built, maintained and operated by the Government, and that barge lines use these facilities without charge.

“How unfair!”

“Operators of this river traffic are in direct competition with the railroad transportation system, hauling identical commodities, but are not exposed to excessively high taxes as are the railroads.”

“Put it briefly, you might say that they are getting a free ride on the backs of the taxpayers.”

He details many items of local interest, and winds up his talk as the train rolls into Jeffersonville, Ind. He always gets a hand.

Trainman Jones, whose home is in Logansport, Ind., began working on The Kentuckian a year and a half ago. Since Louisville was new to him, he decided to read up on the city. Then he figured that passengers would be interested in learning more about the place, too, and he worked up his talk.

His presentation has brought letters of praise, and invitations from local industries to tour their facilities. Passengers often have asked if they can obtain copies of the talk as mementoes. And so, two months ago, Trainman Jones wrote it down, and General Passenger Agent William L. Wright, Jr., had 300 copies mimeographed.

Among other things the alert Mr. Jones has noticed is that many industries ride the PRR to Fort Knox, Ky., for basic training. He figured it would be nice to be able to hand them a note about the convenient trains they could use to ride back home on their first furloughs, and to call attention to the bargain furlough fares for servicemen.

His suggestion won the approval of H. C. Kohout, general manager of the Western Region. And now “Welcome Aboard” leaflets, carrying schedule and fare information, have been prepared for distribution on Train 74.

General Passenger Agent Wright summarizes Mr. Jones’s efforts:

“He is doing a good public relations job for our railroad and for the industry.”

Best foot forward

Lew Schauk, PRR agent at Hamilton, Ohio, is commended in a letter from Donald M. Murray, manager of special equipment service for the Pillsbury Company:

“I would like to comment that we are very appreciative of the job Mr. Schauk has been doing for the account of the Pillsbury Company. He maintains excellent communication with our local people, and has done an outstanding job in getting the cars returned.”

The Boy Scout Council of Chicago has expressed appreciation for the work Engineer James W. Taylor, Jr., has been doing to aid the Girl Scouts, and we are delighted that he is. This past summer he made it possible for boys to have a long-term camping experience by providing leadership at Owassipee Scout Reservation.”

The gracious manner of Gertrude Merrell, reservation clerk at Penn Station, New York, earned the praise of a busy advertising executive.

“I commend Miss Merrell for her cheerful and very helpful service,” wrote Robert B. MacPherson, president of Robert B. MacPherson, Inc., a firm in Elizabeth, N.J.

“Miss Merrell not only answered the phone cheerfully, but made an extra effort to locate a train and give me its arrival time in Newark. When so many information services are gauche and impatient when calls are coming in rapidly, it was a real pleasure to find someone like Miss Merrell who could handle a difficult situation graciously and effectively.”

It’s always pleasant to learn that what you do on a day-to-day basis is being appreciated. That’s why the Public Relations Department at Pittsburgh appreciated a letter from Elaine C. Cinque, 17, a high school student:

“Thank you for your cooperation in furnishing me literature on the Pennsylvania Railroad.”

“This particular project was very important for a final grade in English. The pictures that I was able to take from the brochures and insert in my paper were outstanding, my English teacher said.”
March 31 is deadline
to sign up for Medicare's
doctor-bill insurance

If you are 65 or older, and retired—
You have automatically been enrolled for Part A of Medicare, which pays for hospital bills. But if you also want Part B, which pays for doctor's bills, you must sign and mail the application card which has been sent to you. Do this at once—the deadline is March 31. Part B insurance costs $3 per month. This will be deducted from your Railroad Retirement check. If you miss the March 31 deadline you won't get a second chance to sign up till October 1, 1967.

If you are 65, but not retired—
You must sign an application to receive Part A or Part B insurance. Part A insurance, covering hospital bills, is paid for by taxes on your pay-check, deducted monthly, and an equal amount paid for you by the Company. Part B insurance, covering doctor's bills, must be paid for separately by you, in premiums of $3 per month. The deadline for Part B applications is March 31. If you miss, you must wait till October 1, 1967 to sign up.

If you are 64 years old—
You should sign up for Part A or Part B insurance during the three-month period before the month in which you reach 65. You are also permitted to sign during the three months following your birthday, but in that case, Part B insurance, covering doctor's bills, may take several months longer to go into effect.

If you are the wife or parent of an employee—
With few exceptions, all persons 65 or older can get Medicare benefits. You don't have to be receiving Railroad Retirement or Social Security checks. You're eligible even if you are now working. Wives or parents who have never had jobs are eligible to sign up until January 1, 1968.

If you have Blue Cross or other medical insurance—
Medicare benefits are paid even if you are carrying other health insurance. Your insurance company will tell you how its premiums and payments are affected by Medicare. Many companies will adjust their policies so that they supplement rather than duplicate Medicare. In any case, don't give up your other insurance before July 1, 1966, when Medicare benefits begin.

For more detailed information—
Contact the nearest district office of the Railroad Retirement Board, or fill out and mail this coupon to the nearest regional office of the Board (see addresses beneath the coupon).

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Medicare Part A: what it covers—

1. Hospitalization: In each spell of illness up to 90 days, you pay $40 for hospital services during the first 60 days, and $10 a day for the 61st to 90th day. Medicare pays the rest.
2. Out-patient diagnostic services: You pay the first $20 of the bill during any 20-day period of diagnostic service, plus 20 percent of the remainder of the bill. Medicare pays the remaining 80 percent.
3. Nursing home care: If you are transferred to a nursing home after a hospital stay of 3 days or more, Medicare covers the first 20 days. For 80 additional days you pay $5 a day. Medicare pays the rest.
4. Home health care: After discharge from a hospital, following 3 or more days’ stay, Medicare pays for up to 100 visits to your home by a nurse, physical therapist or other health worker (but not a doctor).

Medicare Part B: what it covers—

You pay the first $50 of doctor's bills in each calendar year, plus 20 percent of the costs above $50. Medicare pays the remaining 80 percent. This applies to the following services:
1. Physicians' and surgeons' services at home, in the doctor's office, in a clinic or hospital.
2. Up to 100 home visits by a health worker, in addition to the 100 visits provided in Part A.
3. Other medical and health services, such as X-ray and other diagnostic tests, X-ray and radium treatments, surgical dressings and casts, certain ambulance services, braces, artificial limbs and eyes, rental of iron lungs and other equipment.

Want this booklet? Write to G. W. Knight, Vice President, Labor Relations & Personnel, Pennsylvania Railroad, 6 Penn Center Plaza, Philadelphia, Pa. 19104.
ASSIGNMENT IN WASHINGTON

It was a typically miserable January day—scarf and overcoat weather, with a biting wind to make you wish you had earmuffs, too. Joseph H. S. Winne, district passenger agent at Washington, D.C., watched a limousine crawl toward the station platform, raked his eyes across a waiting train to make certain everything was right, and bent to open the limousine door.

He helped the smiling man out and introduced himself, and former President Dwight D. Eisenhower said: “Hello. Nice to meet you, Mr. Winne.”

It was the start of a genuine friendship.

“The General,” as Mr. Winne calls him, was on his way to Palm Desert, Calif., that winter of 1961. Mr. Winne rode with Mr. and Mrs. Eisenhower as far as Chicago, chatting and dining with them.

“I was impressed by the fact that the General said grace before dinner,” Mr. Winne says. “That’s something you don’t see much of any more.”

Fifteen times since then, Mr. Winne has arranged trips for the Eisenhowers, who usually motor from their Gettysburg home to board the PRR at Harrisburg, Pa. He has personally accompanied them on all these trips.

“Traveling with them is as easy and relaxing as being with my own family,” Mr. Winne says.

The conversation ranges over a wide variety of subjects—their respective families, current events, the passing scenery, railroad operations, and, most recently, the Penn-Central merger, in which Mr. Eisenhower has shown considerable interest, Mr. Winne reports.

“I sent him every piece of literature I had on the merger,” he says. On one trip, Pennsylvania Governor William W. Scranton and his wife were to board the train at Harrisburg and have dinner with the Eisenhowers. “All right, Mr. Winne,” said General Eisenhower, “I want you to greet them and take care of them—you’re the host for this dinner.”

And Joe Winne proudly played his assigned role.

Among his mementoes are three books written by Mr. Eisenhower and bearing his autograph, several personal letters, and Mr. Eisenhower’s autographed portrait, inscribed, “For Joseph H. S. Winne, with the warm regards of his friend, Dwight Eisenhower.” The portrait hangs in Mr. Winne’s office. Beside it is an autographed portrait of John F. Kennedy.

“Getting the latter was a tremendous surprise to me,” said Mr. Winne. “Here’s how it happened: ‘I helped arrange the Presidential Special that took President Kennedy and a group of Washington officials to Philadelphia on Saturday, December 1, 1962, for the Army-Navy football game. ‘On the return trip, I was asked to escort the President through the train so he could see the cars occupied by his guests, by a Navy League group, by newspapermen and others. ‘The President commented, ‘Beautiful cars.’ And then he reached in his pocket and presented me with a tie clasp—the famous one shaped like the PT-109, the torpedo boat he had commanded during the war. ‘I was surprised and delighted. ‘But that wasn’t the end of his thoughtfulness. On the following Monday I called at the White House transportation office to arrange settlement of the bills for the President’s party, the Navy League, and the press corps, all of whom were to pay separately. And waiting for me was the President’s portrait, autographed to Our Joe Winne.”

“I’m told that even members of President Kennedy’s staff don’t have personally inscribed portraits. Working so closely with the President, it never occurred to them to ask for one. Now, of course, they deeply regret they never did.”

The PT-109 tie clasp now rests in Mr. Winne’s collection alongside an LBJ lapel pin. Mr. Winne received the latter when he helped arrange the 1964 campaign trip the President’s wife made on the Lady Bird Special.

Other lapel pins are mementoes of trips Mr. Winne made with Haile.
Irene Castle McLaughlin, half of the famous dance team of Irene and Vernon Castle, was a steady rider on the Broad- way. Joe Winne recalls: "Each trip I took care of 14 pieces of luggage and a dog."

Selassie, Emperor of Ethiopia; Hassan II, King of Morocco; and Antonio Segni, President of Italy.

Another item is a souvenir booklet given to passengers of the Graf Zeppelin, one of the giant German dirigibles that did a thriving passenger business between Europe, the United States and South America 30 years ago. The booklet is signed by Dr. Hugo V. Eckener, designer of the dirigible, and Captain Ernst A. Lehmann, the commander.

Mr. Winne became friends with both when he met them on their first trip to New York, and helped them arrange train travel for their business trips between New York and Akron, Ohio.

Captain Lehmann died seven years later, when another zeppelin he was commanding, the Hindenburg, exploded as it came in for a mooring at Lakehurst, N.J. That disaster brought the era of the zeppelin to a close.

In 1940, Mr. Winne was sales representative at Minneapolis, Minn. He was requested to check the itinerary of the Republican Presidential campaign train, which was headed for PRR territory, and that was how he met the Republican candidate, Wendell Willkie.

"An extremely interesting man, very powerful, very magnetic," Mr. Winne recalls.

Four years later, Mr. Winne handled some of the rail arrangements for another Republican candidate, Thomas E. Dewey.

"An intense and knowledgeable man," Mr. Winne says.

Mr. Winne often arranged trips for Sophie Tucker, famed night club singer who died last month. For many years, they exchanged cards at Christmas. Once, when she was singing at a night spot in Windsor, Can., across the river from Detroit, she had Mr. and Mrs. Winne as her guests for dinner. A few years ago, when the singer conducted a campaign for Trees for Israel, Joe Winne obliged by buying two trees.

Among the aging photographs in Mr. Winne's collection is one taken in 1929 at Penn Station, New York. It shows Amelia Earhart, America's most famous woman pilot, as she christened a new PRR train, the Golden Arrow. Joe Winne helped handle arrangements, and he is seen, wide-eyed, on the right of the photo.

Mr. Winne started on the PRR in 1923 as a ticket accountant in the city ticket office at New York. He was promoted into passenger sales, and held positions at New York, Boston, Minneapolis, Los Angeles, Cleveland, Detroit and Philadelphia, before being assigned to Washington in 1961.

In addition to being district passenger agent, he is the city ticket agent, in charge of the PRR's office in downtown Washington. It's at 1435 G Street, Northwest—just a block and a half from the White House.

Mr. Winne and his staff handle the travel needs of many people whose names are news: Members of the Cabinet, Supreme Court Justices, Senators, Congressmen, military leaders, visiting heads of state, ambassadors...

And, of course, they also serve thousands of ordinary citizens—whom the Pennsylvania Railroad men try to make feel like Very Important Persons anyway.

"Everybody is Somebody—at least to himself if to no one else," Joe Winne says. "We believe that all passengers are entitled to be welcomed and treated with consideration, even if they don't happen to be King Hassan of Morocco, who had a 300-foot red carpet rolled out for him by the State Department at Union Station, and whom we had to provide with goat's milk in the dining car."

Handling the Washington passenger assignment is a matter of attending to an infinite number of details, Mr. Winne says.

"For example, if those six quarts of goat's milk hadn't been delivered on time..."

Shudders.

Fortunately, we haven't muffed anything vital so far. We've been careful. And lucky."

Charles W. Gottshall has been working as a PRR machinist for 36 years, but it's when he leaves his machines that he tackles "the toughest job there is."

That outside job is convincing people that there is nothing dangerous or unhealthy about giving blood. Mr. Gottshall himself is the champion blood donor in the 21-county area covered by the Johnstown Regional Blood Center. He has given 80 pints—10 gallons.

He has been giving blood since 1949, when the blood center was started.

"I do it because it's something anyone can do to help other people," says Mr. Gottshall, who is 54 and works at Altoona Locomotive Shop. "If everyone who could give blood did give, you would only have to contribute once a year."

But everyone who can doesn't, so Mr. Gottshall has been giving the five-pint annual limit ever since he started.

"I tell people to try it and if they feel any ill effects, not to do it again.

"But, like I say, persuading them is the toughest job there is."

The most frequent response to Mr. Gottshall's appeal is: "I need my blood. I don't have any to spare."

To that, Mr. Gottshall replies: "Your body quickly regenerates whatever you lose. Wouldn't you like to do someone some good? It's a great feeling."

There are benefits in giving blood, he points out.

"At each donor center, the person giving blood gets the benefit of a checkup on his blood pressure and hemoglobin level," he says.

"Another thing—the donor and his immediate family get credit for as much blood as they donate. If anyone in the family ever needs blood, they get it free. Fortunately, we have never had to use my credits."

"I'm lucky enough to be in perfect health—giving blood all these years hasn't hurt me a bit."

"I just hope I can stay healthy enough to keep on giving."

King Hassan of Morocco was greeted by President and Mrs. Kennedy at Washington in 1963 after arrival by PRR. Mr. Winne worked with State Department in arranging trip.
The PRR’s Heavy Repair Shops are working up a good safety record—they made an improvement of approximately 8 percent in 1965. But still somebody occasionally gets hurt or gets sick on the job, and sometimes an ambulance is needed.

Samuel Rea Shop, at Hollidaysburg, a heavy concentration of employees, has had an ambulance since it opened ten years ago, but the Car Shop and Locomotive Shop at Altoona and Juniata have depended on commercial service.

The trouble with this, said Dr. David W. Bishop, Works medical officer, is that the ambulance service is more than two miles away.

Besides, it was felt that with the PRR work force spread over a large and complex plant, the PRR’s own trained personnel could provide better service to employees than an outside outfit could.

So after several talks with union officials, Company officials purchased and converted a station wagon for ambulance use.

Twelve PRR men were given first aid training—a six-week, 18-hour course conducted by certified Red Cross instructors—and are now properly qualified to handle ill or injured employees.


Nine are in the Fire Department: James M. Bauer, Michael F. Buechle, Paul W. Black, Fred P. Leonard, Glenn B. Gordon, Alvin R. Koelle, Donald F. Rupert, Fred B. Hamil and Walter M. Myers.

Now, in case of accident or illness, the ambulance can be at the scene in a few minutes, and the patient can be promptly delivered to the hospital.
The big snow — The blizzard that swept over the East during the last days of January cost the PRR at least $2,000,000 for snow removal, emergency work and repairs to damaged equipment. It was Nature’s most severe blow to the PRR in recent years, except for the snowstorm of 1938 and the floods of 1936.

“We had about 3500 men laboring in blizzard conditions to keep the trains moving during and after the storm,” PRR President Allen J. Greenough said. “Despite the dedicated efforts of our people — many of whom worked day and night without relief — it was necessary to curtail some of our service by combining trains. There were delays of hours as our men fought to open deep-drifted yards. Switches that froze even with modern heating equipment going full blast caused much of the delay.”

Blocked highways added to the problems by preventing the workmen from getting to their work locations over the highways,” Mr. Greenough said. “Some walked miles when they could not dig their autos out, and others hitch-hiked.”

Typical was Engineer Harvey E. Miller, who had to walk three miles from his home to the yard office at Enola, Pa., and then walked home when he finished work at night. When he came back, snow-covered after plodding through deep drifts, his daughter called him “The Abominable Snowman.”

Photo above shows James H. Phillips sweeping snow out of switches and William Davis burning ice, while Foreman John J. Ruggieri protects the track.

New welded rail plant — Construction is expected to begin this month on a new plant of the Railway Automatic Machinery Company on PRR property at Columbus, Ohio. The plant will produce continuous welded rail for the high-speed Eastern corridor passenger program between New York and Washington.

The plant, which is to be in operation by June, is expected to produce rails for about 300 track miles per year. This will be equivalent to nearly 15 percent of the total welded rail produced for all railroads during 1964. The plant will incorporate the most modern rail-welding equipment in use anywhere in the world.

The rails, in sections a quarter-mile long, will feed out of the plant directly onto PRR cars, which will be able to take them directly to the installation site without further handling.

Mass transportation needs help — If Uncle Sam builds highways, shouldn’t he help cities with their mass transportation problems? That question was raised repeatedly at the first International Conference on Urban Transportation, held last month at Pittsburgh. For example, Dr. William D. McClelland, chairman of the Allegheny County Commissioners, stated: “Just as the Federal Government has supported the interstate highway system with 90 percent financing, it must now furnish the same measure of support for transit in the metropolitan urban areas.”

Dr. William J. Ronan, chairman of the New York State Metropolitan Commuter Transportation Authority, pointed out that during the past five years, the Federal Government has spent $2 billion on highways in the New York metropolitan area. During the same time, it has spent less than $40 million on mass transportation.

“Until these Federal figures are in better balance,” he said, “urban mass transportation will continue to suffer from malnutrition.” He added that “the fascination with the auto has begun to dim,” because “the cost of highways in terms of dollars and disruption of neighborhoods is too great.”

U.S. Senator Claiborne Pell, of Rhode Island, called for a “rejuvenation” of rail transportation to keep transit corridors in densely populated areas unlogged. He said that railroads “are efficient by any measure when compared with today’s highway system.” And, with modest improvements and no new advances in technology, he said, “trains can compete with aircraft within 300 mile ranges.”

Mayor James H. J. Tate, of Philadelphia, said that imaginative promotional programs by large cities can encourage more people to leave their cars at home and use public transportation. In Philadelphia, he said, newspaper ads, billboards, radio and TV announcements, and other forms of “merchandising” have “raised the number of our commuters by 56 percent.”

President Johnson’s proposals — In his 1966 Economic Message to Congress, President Johnson repeated his proposal for the establishment of a new Department of Transportation. This would manage the Government’s promotional and safety programs for highways, waterways, airways, maritime shipping and urban mass transportation.

In the President’s Budget message, he repeated his call for user charges which would require the airlines, truck lines and barge lines to pay “a larger part of the costs incurred by the Federal Government in providing transportation facilities and services.”

“Since the average time spent on rail travel is less than one-tenth the time spent in an automobile, the Federal Government savings from rail travel are larger than rail travel savings on the highway.”

Great start — Freight car handling on the PRR, as indicated by impact registers, shows an improvement of almost 50 percent in January, 1966, compared with January a year ago. “This is a fine beginning,” said R.E. Knapp, assistant manager, damage control. “With intensified effort by all concerned, particularly yard switching crews, we can make 1966 a significant year in our campaign to control freight damage.”

For new industry — The PRR is taking steps to establish a 600-acre industrial park on the western edge of Columbus, Ohio. County Commissioners have approved a change in the zoning to permit light and heavy manufacturing. A representative of the Chamber of Commerce said Columbus is running out of industrial sites and recently lost several new industries because they could not wait for zoning procedures.

The new industrial park would speed the establishment of new industries and new jobs.

Want to buy a car? — We mean a freight car. You’ll have to shell out about $15,000. That’s the average cost of a new freight car today, the Association of American Railroads reports. Ten years ago the average was $7800. Part of the increase is due to inflation, but most of it is due to the improved gear, such as roller bearings, better lubricators, better springing, cushion underframes and wider doors.

Caboose-eye view of railroading — Bob Williams, reporter for the Buffalo Evening News, rode the caboose of Freight Train CBF-2 from Buffalo to Conway recently to learn what a freight trainman’s life is like. He found it an “exhilarating” experience, but also learned the importance of bracing oneself against slack action. The Evening News photo above shows Conductor Orran C. Golden, with whom Mr. Williams made the trip.

“I’s a wonderful new route — off the beaten path!”
"It is against the law to put salt on railroad tracks."

Quaint law? Certainly. But not for the era in which it was passed. It saved a lot of livestock in the old days. Trouble is, many regulations and restrictions governing railroads today are equally quaint, equally unnecessary, equally geared to an era long past. They stifle price competition, hinder technological progress, and prevent the public from receiving the full benefits of the dynamic railroad service to which they are entitled. America needs a transport policy as modern as America itself. Congress can provide it.