SPRING OFFICIALLY ARRIVES ON THE PRR . . . . See Page 5
P. & L. A.
Many PRR people join plan for saving or borrowing money

Last year, some 30,000 Pennsylvania Railroad people participated in the P. & L. A. This year, the number is up to 31,500.

And it's still growing. As a result of recent posters and leaflets explaining how the Association works and what it does, there has been a great increase in enthusiasm,” reports Elwood R. Harper, secretary of P. & L.

“Almost every day, employees come in, phone or write to find out how they can share in the benefits of our five major programs.”

P. & L. A. is the abbreviated name for the Pennsylvania Railroad Employees Mutual Provident and Loan Association. It is a self-supporting, independent organization, available to all PRR people. P. & L. A. is regulated by the Department of Banking of the Commonwealth of Pennsylvania, and is managed by a Board of Managers, part appointed by the PRR Board of Directors and part elected by employee members in the Railroad’s three Regions and the Heavy Repair Shops at Altoona.

On this page, three men who have been elected by PRR employees to the Board of Managers discuss the benefits of P. & L. A. membership.

The Association offers the following services to PRR people:

1. Savings accounts, which currently pay 4% interest.
2. Personal loans. Effective May 1, 1966, employees who meet credit requirements may borrow amounts up to two times their average monthly salary, repayable over two years, at an interest rate of 6%.
3. Mortgage loans up to 60% of the appraised property value (and in some cases up to 75%), with up to 15 years to repay, and a current interest rate of 3 1/4%.
4. Educational loans, to cover tuition for an employee or dependent, at 3 1/4% interest, with up to 4% years to repay.
5. Purchases of PRR stock.

All these programs are handled through convenient payroll deductions. Further information or application forms can be obtained from the employee’s supervisor or the nearest Supervisor of Personnel; or by writing to the P. & L. A. at Room 297, 15 N. 52nd St., Philadelphia, Pa. 19104.

P. & L. A. savings help in retirement

A. Ray Arnold, clerk at Juniata Welding Shop, has represented employees of the Heavy Repair Shops on the Board of Managers of P. & L. A. He is now retiring after almost 50 years of PRR service. James F. McLaughlin, stenographer to the Superintendent of Altoona Car Shop, has been named to fill the remainder of his term.

“I’ve been in P. & L. A. practically since it started,” says Mr. Arnold. “I dropped out only during the time I was in the service in World War I. As a result of my P. & L. A. savings, I have a substantial amount saved for retirement. That’s why I’m such a booster for this convenient savings plan. “The amount you decide on is taken automatically out of your paycheck. You don’t miss it. If you have to take your money to the bank, the first thing you know, you’ve spent it before it gets there.

“You get good interest in our savings feature—currently 4%—and have the convenience of payroll deductions. You receive a statement on your account twice a year.

“And if you want to make a withdrawal, all you do is fill out a form and send it to P. & L. A. Your check is usually in the mail within a day after your withdrawal form is received.

“You can even withdraw money that was deposited from your most recent paycheck. Of course, you’re smarter not to make withdrawals unless you absolutely have to. I got irritated with myself whenever I think of the times I drew out $50 or $100 for things I could have gotten along without. I should have let those things wait and kept the money in my account.”

Tuition loan ‘is a great thing’

Jordan M. Hersh, agent-operator, is a member of the Board of Managers of the P. & L. A., elected by employees on the Chessapeake and Harrisburg Divisions.

He joined the PRR in 1923 as a yard clerk at Yard A, Columbus. Soon afterward, there was a membership campaign for P. & L. A. His father, Luigi Tiberi, a PRR car inspector, signed up.

“Then he came to me and advised me to do the same,” Dom Tiberi recalls. “It was good advice. Up to that time I hadn’t had a bank account. The money I’ve accumulated has been very helpful to me. In 1953 I built a new stone ranch house. With my savings, plus what I got from the sale of my old house, I was able to pay half the cost of the new house in cash. That kept the mortgage down to a comfortable level. But I didn’t draw out all my savings. I left enough in to keep the account going. About three years ago, I wanted to buy an extra building lot. My P. & L. A. savings enabled me to buy it for cash.

“You can understand why I’m so enthusiastic about the P. & L. A., and why I give talks about it at employee meetings (as in photo above). My father remained a member all his life, and I intend to do the same.”

Dom took his father’s advice

Don Tiberi, head clerk to the master mechanic at Columbus, Ohio, is a member of the Board of Managers of P. & L. A., elected by employees in the Buckeye and Southwestern Divisions.

He joined the PRR in 1923 as a yard clerk at Yard A, Columbus. Soon afterward, there was a membership campaign for P. & L. A. His father, Luigi Tiberi, a PRR car inspector, signed up.

“Then he came to me and advised me to do the same,” Dom Tiberi recalls. “It was good advice. Up to that time I hadn’t had a bank account. The money I’ve accumulated has been very helpful to me. In 1953 I built a new stone ranch house. With my savings, plus what I got from the sale of my old house, I was able to pay half the cost of the new house in cash. That kept the mortgage down to a comfortable level. But I didn’t draw out all my savings. I left enough in to keep the account going. About three years ago, I wanted to buy an extra building lot. My P. & L. A. savings enabled me to buy it for cash.

“You can understand why I’m so enthusiastic about the P. & L. A., and why I give talks about it at employee meetings (as in photo above). My father remained a member all his life, and I intend to do the same.”

‘Wisest move I ever made,’” says Mr. Hersh. “I bought PRR stock at prices ranging from 10 and 5ths to $37. You know what it’s doing now.

“When my son Harvey had an injury in a school yard at the age of six, I cashed in some shares to pay the medical bills. When he entered college, the sale of some shares paid for his first semester.

“Subsequently got a scholarship, and is now a psychologist. My daughter Eileen won a scholarship to the Pennsylvania Academy of the Fine Arts. So I didn’t have the financial problem that many families have.

“P. & L. A. will lend you up to $1000 a year for four years, covering tuition for your own education or your children’s. You may even borrow more than $1000 per year if you are financing more than one child’s schooling costs, as long as the amount outstanding does not exceed $4000 at any time. The interest is very low—3 1/2 percent at the present time. And you have up to 6 2/3 years to repay.

“Our educational loans can be used for any form of higher education, such as university, business college, or school of nursing.

“Some people find they have enough funds to cover a child’s first two years in college, but need help for the last two. A P. & L. A. loan answers their problem.

“The P. & L. A. educational loan program is a great thing for taking the stress out of getting a college education. I wish it had been available when I was taking night college courses. I had to do it the hard way—out of my limited cash.”
Government spending for highways, airways, waterways
Still going up!

Federal Government spending for highway, air and water transport facilities will hit a record $5.8 billion this year, a study by the Association of American Railroads has found.

The spending total, now nearly five times as much as 10 years ago, represents an increase of more than $400 million over 1965.

Transport spending at all levels of government—Federal, state and local—climbs from $15.9 billion in 1965 to $17 billion in 1966 for another record, according to the study. The 1966 expenditures will push total outlays for transportation at all government levels in all years of record to nearly $260 billion.

This year’s Federal outlay of $5.8 billion for transportation will break down as follows:

Construction and maintenance of highways will account for $4.4 billion.

The Federal airways will get $87 million; $85 million will go for airport development, administration and research, and $78 million is earmarked for cash subsidies to domestic airlines.

A total of $232 million will be spent for inland and intracoastal waterways, with $201 million going for other water transportation.

In comparison with the $5.8 billion in Federal transport spending this year, the new or increased user charges listed by President Johnson in his Budget Message for fiscal 1967 would bring only about $253 million in new Federal revenue.

Today, barge lines pay nothing and airlines make only a limited payment for using tax-built transportation facilities. The truck lines and bus lines both make user-charge payments to the Federal government, but authorities consider these taxes inadequate to cover the extra costs such heavy vehicles impose on road construction and repair programs.

The Administration on March 23 sent to Congress a request for the following actions:

1. Initiating a nominal user charge of 2 cents a gallon on fuel for carriers of domestic cargo on inland waters.

2. An increase in the tax on diesel fuel for highway trucks from 4 cents to 6 cents a gallon; and a new graduated tax scale on trucks and buses, according to weight.

3. A 4-cents-a-gallon tax on non-commercial aviation fuels and repeal of the 2-cents-a-gallon tax on commercial aviation gasoline.

4. Raising the existing five percent airway charge on airline passenger tickets to six percent for the next three years.

5. A 2 percent surcharge on air freight waybills this year, plus another 2 percent on January 1, 1969.

Railroad people may want to let their Congressmen and Senators know how they feel about these proposed user charges.

The feel of railroading

The topic for the day’s lesson was: Trains, and How They Run.

But the teacher, Mrs. Elisabeth D. Freund, was having a tough time making her points clear. She described a steel rail. The pupils couldn’t visualize it. They had never seen railroad tracks—and never will.

All of Mrs. Freund’s students are blind.

After class, she phoned the PRR’s Department of Public Relations and Advertising, and explained the problem to Secretary Dorothy H. Herrick.

Cecil G. Muldoon, manager of public relations, took it from there. He went to see Charles Gaut, division engineer, Philadelphia Division.

And the next day, J. A. Manginelli, repairman-helper, saved off a nine-inch section of rail at the Maintenance of Way Repair Shop. He ground and polished it to remove any rough edges. Then he topped it off with a coat of paint.

Mr. Muldoon and Miss Herrick delivered the rail section, plus a spike and a tie plate, to the Overbrook School for the Blind, in Northwest Philadelphia.

As soon as they arrived in Mrs. Freund’s classroom, two students came in to hold and touch the exhibits and learn the shape and texture through their fingertips.

And when the PRR people left, the room was subjected to a virtual “invasion of curious young students,” Mrs. Freund reported later.

“What a pity you weren’t here to witness their enthusiasm.”

Two floors of the school are used by the Touch and Learn Center, directed by Mrs. Freund. There are thousands of items on exhibit here for fingertip exploration. The new items from the PRR will have a prominent place. They are, wrote Mrs. Freund, “a very valuable addition to our collection.”

Back of the photo: Joanne Birkinshaw and Roger Simmons, students at Overbrook School for Blind, learn what rail is like. With them are PRR’s Dorothy Herrick and Teacher Elisabeth Freund.

Background Report: The feel of railroading

The feel of railroading

Joanne Birkinshaw and Roger Simmons, students at Overbrook School for Blind, learn what rail is like. With them are PRR’s Dorothy Herrick and Teacher Elisabeth Freund.
Air Force train has ears and eyes

The train that rolled into the yard at the South Philadelphia Produce Terminal was like no train ever seen there before. Tall antennas sprouted from the roofs. Radar saucers tilted toward the sky. Some of the cars had unusual square shapes, as if they were custom-made. They were.

This was the Radar Bomb Scoring "Express" of the Strategic Air Command. The train consists of nine operational cars and nine other cars for living quarters, dining and recreational facilities for the 70-man crew, and repairs. There is a built-in sewage system and tanks with 10,000 gallons of water.

The train's mission: To help keep the crews of America's nuclear bombers at combat-readiness for any emergency.

When the train pulled in during the night of March 29, Supervising Agent William J. Noonan and Chief Clerk Daniel Gallagher were on hand to extend a PRR greeting and to give any help needed.

The next day, PRR President Allen J. Greenough; Charles E. Bertrand, president of the Reading Company, and James H. J. Tate, Mayor of Philadelphia, welcomed the Air Force men. The Railroad Community Service Committee, which helped set up the arrangements, was represented by its chairman, John B. Prizer, PRR vice president and general counsel.

To enable TV cameramen to show the train in motion, it was moved back and forth several times by a PRR Police Sergeant J. J. Cunliffe discusses security with M/Sgt. A. W. Scally.

What's the reason for the formal portraits?

People usually do not pose for studio-type portraits with freight cars. In the two cases shown here, however, the men involved considered the occasion something special.

Above we see the photograph taken at Leominster, Mass., when the PRR's Rail Whale made its first delivery of a whale-sized shipment. The jumbo tank car brought 38,000 gallons of styrene monomer plastic to the plant of Foster Grant Company, Inc., from McKees Rock, near Pittsburgh. It was the biggest car brought 38,000 gallons of water.

Above is the send-off of a TrucTrain load of books from Kearny, N. J. What made the situation special was that this was the first piggyback shipment under a pool arrangement worked out by several publishers to obtain the benefits of a new PRR volume rate.

Beginning April 4, the PRR has made available a money-saving rate for books, based on a minimum shipment of 80,000 pounds. Three firms in the New York area got together to build up this volume loading. They were Holt, Rinehart and Winston; the Baker & Taylor Company; and the Gotham Press.

Round-the-clock protection was provided by PRR police under Captain J. H. Fisher, Lieutenant A. F. Arcara and Sergeants J. J. Cunliffe and A. F. Joslin.

Visitors to the train were able to watch as the Air Force men tracked the maneuvers of bombing planes that flew so high, only their vapor trails were visible.

In the early days of air bombing, airmen used to practice by aiming dummy bombs or sand bags at circles drawn on the ground. Now it's all done electronically. The bomber shoots out electrical impulses at a bridge or other target. The Radar Bomb Scoring Train determines whether the target was hit.

Experts on the train also use ECM (electronic counter-measures) to try to confuse the bomber crews—as would actually be done in an enemy attack. The bomber crews, in turn, use their own ECM to try to confuse the train's search radar and to divert any simulated missiles that may be sent aloft to intercept the bombers.

The demonstration at Philadelphia was one more example of how railroads contribute to America's defense.

There are three scoring trains in operation, roving the country and stopping for practice exercises in areas that are chosen because they resemble enemy cities. There are two cases shown here, however, the men involved considered the occasion something special.

Above are Holt, Rinehart and Winston; Baker & Taylor Company; and Gotham Press' books, based on a minimum shipment of 80,000 pounds. Three firms in the New York area got together to build up this volume loading. They were Holt, Rinehart and Winston; the Baker & Taylor Company; and the Gotham Press. The books were destined for Reno, Nev., and Brisbane, Calif.

On hand for Holt, Rinehart and Winston were Director of Distribution William E. Stuckey, Vice President Helmut Klaus and Traffic Manager Robert C. McCurth; General Manager Melville J. Beauman and Assistant Joseph Warnsberry, for Baker & Taylor; Sales Representative Edwin Swita and Asst. Vice President H. G. Allyn, Jr., for PRR.
The Four-Day Strike and Its Effects

Operations on eight railroads, including the PRR lines west of Harrisburg, Pa., were disrupted by a four-day strike of the Brotherhood of Locomotive Firemen & Engineers.

The strike involved approximately 8000 firemen on the eight roads. About 150,000 other railroad employees and about 100,000 other workers in industries dependent on the railroads were made idle, according to a report in the New York Times.

The strike began at 12:01 A.M. on Thursday, March 31. This was one minute after expiration of Federal Arbitration Award. Railroads were authorized to eliminate 90 percent of firemen’s positions in yard and road freight service, with protective provisions for the men involved.

In anticipation of a possible strike, Judge Alexander Holtzoff, of the United States District Court in Washington, D.C., had issued a temporary restraining order on Monday, March 28. This forbade the firemen to strike on any issue connected with the Arbitration Award.

But when the Firemen’s Brotherhood called the strike for March 31, it stated that the issue was not the Arbitration Award but rather the desire to establish an apprentice training program for new engine workers.

However, two weeks earlier, the other engine service union, the Brotherhood of Locomotive Engineers, had announced that it had already reached preliminary agreement with the railroads for such a training program.

Against this background, the picket lines formed in the early morning hours of March 31 on the following railroads:

- Boston & Maine
- Grand Trunk West
- Seaboard, Central of Georgia
- Illinois Central
- Missouri Pacific
- Union Pacific
- Pennsylvania Railroad west of Harrisburg

At 2:45 P.M. on the same day, Judge Holtzoff, having ruled that the strike was illegal, ordered it be halted.

He commented: “We have a war, and the entire public is affected.”

The Firemen’s Brotherhood said it would move defense shipments, but a spokesman for the railroads pointed out the difficulty of segregating cars of defense materials from other freight. Actually, most of the lines were completely shut down.

H. E. Gilbert, the Firemen’s president, declared: “The strike action initiated by the Brotherhood will re-establish the balance of power needed in railroad labor relations. The carriers have been protected and sheltered for so long they believe they have no responsibility in collective bargaining.”

An attorney for the Firemen’s Brotherhood asked the United States Court of Appeals to halt the effect of Judge Holtzoff’s order, but this request was not granted.

Nevertheless, the strike continued.

On Saturday, April 2, Judge Holtzoff declared the Brotherhood and its president in contempt of court. He ordered a fine of $25,000 a day against the Brotherhood, and $2500 a day against Mr. Gilbert, unless the strike ended by noon on Sunday, April 3.

The Brotherhood’s attorney filed an appeal against this contempt citation, but this, too, was denied by the Court of Appeals, on Sunday morning.

Shortly afterward, President Lyndon B. Johnson sent a telegram to Brotherhood President Gilbert: “The Nation’s interest and respect for our courts require your immediate compliance today with the District Court orders directing return to work on eight struck railroads. Whatever issue or issues may be in dispute should be resolved by negotiations under procedures of the Railway Labor Act. The procedures of this act can and should operate promptly, effectively, and will as soon as work is resumed.”

Mr. Gilbert conferred with Secretary of Labor Willard Wirtz, as did J. E. Wolfe, negotiator for the railroads.

The railroads agreed with Mr. Gilbert’s request that there be no reprisals against any individual employee participating in or supporting the strike, and that they be reinstated without loss of seniority.

The railroads, however, would not agree to Mr. Gilbert’s additional request for a promise that there would be no damage suits as a result of the strike.

Secretary Wirtz then announced that the strike was over.

But as Sunday evening approached, it became apparent that picket lines had not been withdrawn.

James J. Reynolds, Assistant Secretary of Labor, declared: “This is the most serious breach of faith that I’ve ever seen in many years of labor negotiation.”

A union spokesman said that telegrams had been sent to all the general chairmen, but that they had been instructed not to send the strikers back until all the railroads individually made no-reprisal agreements.

That night Judge Holtzoff ordered the Brotherhood to show cause why the fine should not be increased to $500,000 per day against the union and $10,000 per day against its president.

But around midnight, the strike came to an end.

The PRR got the word from a union official at 11:55 P.M., and the pickets began to disappear shortly after midnight, except at Columbus, Ohio, where the last picket departed at 3 A.M.

At a hearing on Monday, Judge Holtzoff canceled the proposed increase in the fine, although a one-day fine of $25,000 and $2500 appeared still in effect.

The Judge accepted a stipulation from Brotherhood and railroad attorneys to extend the temporary restraining order against a strike until May 4, and to hold a hearing on whether a permanent injunction against a strike should be issued.

The strike caused substantial losses in revenue and wages on the eight railroads and in other industries affected.

On the PRR, employees lost hundreds of thousands of dollars in wages, though the great majority were not on strike.
Here comes the Circus Train

Covered animal cages on wheels are moved into an end-door baggage car.

After a restful trip on the circus train, the fun-maker dolls up for the big show.

Conductor P. A. ("Pat") Highland and Engineman Hershel Robinson looked across the tracks at Bay View, a yard outside Baltimore, and knew spring had arrived.

There, at the interchange point with the Baltimore and Ohio Railroad, waited the gleaming silver 24-fun-maker dolls up for the big show. View, a yard outside Baltimore, and with the Baltimore and Ohio Railroad. After a restful trip on the circus train, the knew spring had arrived.

This is the fourth year since the Big Top returned to the PRR, after several years of traveling in highway trucks, a form of transport that proved less reliable than rail.

The circus train is a standout—bright aluminum-painted cars, decorated with the red and white circus name on a black background.

Last year, it traveled 19,436 miles on rails, and put on shows in 50 cities.

The circus no longer travels with its ponderous tents—nowadays it plays in permanent arenas. But it still carries a formidable amount of equipment, in addition to personnel.

Its 14 sleeping cars, six end-loading baggage cars and four diner and auxiliary cars provide quarters for 300 performers and other personnel, 18 elephants, 45 horses, 9 lions, 2 llamas, 2 zebras, 3 camels, 11 tigers and 100 doves.

The train supplies its own power from two diesel generators and carries its own septic tanks.

It is an operation that is the height of efficiency.

On a typical move, from Philadelphia to New York, all animals, personnel and gear were packed and loaded aboard the train by 4 A.M.—five hours after the show closed.

Moving it out of the South Street yard were the crew of Conductor James Sapia and Engineman George R. Wells.

They ran the train to Jersey City. There this happy, decorative harbinger of spring was switched through Greenville Yard, and then the cars were carried on PRR car-floats across the North River to New York. The circus will be appearing at Madison Square Garden till May 15.

Baltimore was the first of six stops the big circus made on the PRR. Beginning on March 1 in Baltimore it traveled to Washington on March 14, to Philadelphia on March 29, and to New York on April 4.

It will return to the PRR at Cleveland on October 18, and will go from there to Pittsburgh and Dayton.

The Great Society may have more prominent spokesmen, but none is more enthusiastic than Willie T. Wright.

Mr. Wright, a steam engineer at the PRR heating plant in Newark, N.J., has been elected to the board of trustees of the United Community Corporation in Newark.

The 87-member board draws up and puts into action the city’s anti-poverty program.

So far, the board has handled more than $4 million in Federal funds which have paid for a wide-ranging number of projects.

Among his many duties for the corporation, Mr. Wright’s favorite is serving as a sort of roving missionary.

“I try to tell as many people as possible how the various Government programs can benefit them,” he explains.

“I tell the older people about Medicare. I tell the young ones—the ones who are out of school and out of work—how they can get training and then get jobs, or how they can be retrained if they’ve been automated out of a job.

“In brief, I tell the people all the opportunities they have—and there are more and more of them all the time.”

Besides his work on the corporation board of trustees, Mr. Wright also is active in the Newark branch of the National Association for the Advancement of Colored People, Negro Labor Council, Congress on Racial Equality, and Committee for Negro Progress ‘66. He is president of the United Afro-American Association.

Mr. Wright’s volunteer efforts take up most of his mornings and early afternoon hours. His PRR job then takes the hours from 3 to 11 P.M.

“I don’t spend enough time at home,” is the only complaint he has. It is a complaint he shares with his wife and six children, four of whom are of school age.

“But this is the greatest thing to come along in the 20th Century,” he says. “I feel I have a responsibility to help make it a success.”

Two-forty gleaming aluminum-painted cars make up today's Barnum & Bailey train.

After train is spotted in the PRR yard, the hefty performers parade out to the arena.

Aboard the circus train, an attendant makes sure passengers are comfortable.

The waiters in the "pie car" wear the traditional skimmer and pink striped shirt.

Helping America’s Anti-Poverty Program

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“But this is the greatest thing to come along in the 20th Century,” he says. “I feel I have a responsibility to help make it a success.”
They’re Certified

Five PRR men win ‘degrees’ from Society of Traffic and Transportation

So finally William F. Glasgow, Jr., said to his wife:

“Honey, I’ll never get this thesis done at this rate. Suppose I use a week’s vacation and stay home with the pooh, while you go and visit your mother. Then maybe I’ll get it finished.”

Mrs. Glasgow, an understanding sort, agreed. Mr. Glasgow worked day and night, and completed a 27-page report on his chosen subject, prevention of freight damage. He mailed it off to the American Society of Traffic and Transportation.

A month later, he received the announcement he’d been laboring for: “We want to congratulate you on having successfully completed the Society’s examination program...”

And Mr. Glasgow had become a Certified Member of America’s most prestige-laden transportation society. “It was a long haul,” said Mr. Glasgow, who works for the PRR as a sales representative at Detroit.

But it was worth it.”

Mr. Glasgow is one of five PRR men who have completed the stiff requirements of the Society and are entitled to wear the gold lapel button and tie clip. There is no higher distinction in transportation.

The American Society of Traffic and Transportation was organized in 1946 with this purpose: “To establish standards of knowledge, technical training, experience, conduct and ethics, and to encourage the attainment of such in the proper performance of the various functions of transportation.”

Membership in A.S.T.T. is open to persons engaged in transportation or traffic through employment by a carrier, industry, college, trade organization or government agency.

Former Pittsburgh, Mr. Glasgow said to his wife:

To become a Certified Member, a candidate must pass tests in four subjects: Transport economics, traffic management, general business, and Interstate Commerce Commission law and regulation. Then he must write an original research paper.

In the 18 years the A.S.T.T. has been in existence, more than 3500 candidates have registered; but so far, only 784 have passed all the requirements for Certified Membership.

One of the first PRR men to qualify was Leander P. Tori, Jr., tariff publishing officer, Philadelphia. He started on the examination program back in 1955, when he was a freight rate clerk at New York. To prepare himself, he took night courses at the Academy of Advanced Traffic. He completed the last of the Society’s required examinations in 1958. For his thesis, he chose the subject of railroad mergers.

But he was delayed on this, because of several transfers in PRR jobs, and service in the Air Force during the Cuban missile crisis.

When he got back to work on his society’s certification program in 1965, and didn’t finish his thesis until 10 years later.

“Too much railroad work—too many legal briefs to write,” he explains.

But Mr. Tori was a Certified Member in 1966. He started on the PRR in the Traffic Department, then got a law degree and switched to the Legal Department.

“Both professions fit together very well,” he says—and both were involved in the examinations for the A.S.T.T.

But the Society permits them to take the tests over again, and many persist until they pass and become Certified Members.

The Society has another class of membership called Founder Members. These are persons of distinguished attainment in transportation and traffic, over forty years of age, and elected by the Board of Directors. Nine PRR officers have been elected to this class of membership.

The American Society of Traffic and Transportation conducts its examinations twice a year at colleges and universities in a hundred cities. Candidates prepare through local study groups sponsored by traffic clubs or the Delta Nu Alpha Transportation Fraternity. Some colleges are now providing courses designed to prepare for the A.S.T.T. exams.

In recent years the Society has expanded to seven foreign countries—Canada, Great Britain, Germany, Japan, India, Ethiopia, Nigeria. Evidently, interest in improving transportation has become world-wide.

Donald A. Brinkworth, Assistant General Counsel, Pittsburgh, Pa.

Ralph E. Brown
District Sales Manager, Louisville, Ky.
The big topic is safety.—In 1965, the Chicago Division reduced its personal injury rate by 13 percent, but that still left it in 11th place among the 12 PRR Divisions. Now there’s a big push on to do better in 1966. The campaign was kicked off with a tour by this Safety Caravan to many points on the Division, where safety talk was mixed with coffee and doughnuts. Here Superintendent W. T. Ewing speaks to the men at the 16th Street diesel house, Chicago.

More coal on the PRR.—During 1965, the Railroad handled 12.4 billion ton-miles of coal, the heaviest tonnage in eight years. Coal business has been steadily increasing since the 1960 low figure of 10.3 billion ton-miles. Yet the PRR had less gross revenue from coal in 1965—$108.9 million, compared with $110.3 million in 1960. The explanation is simple: In 1960 the PRR averaged about 11/4 cents for hauling a ton of coal one mile. In 1965 it averaged 5/4 days of a cent. This has come about because the PRR has reduced its average coal rates for unit-train and high-volume shipments.

The technological breakthrough of unit trains will enable the Railroad to preserve coal traffic against competing forms of energy. It also will permit the Railroad to increase net earnings.

Rosy outlook for coal.—America’s electric utilities are building new coal-burning power generating plants at what is believed to be the greatest rate in history. During the next six years, new facilities that will consume 103 million tons of coal a year will go into operation, reported G. A. Shoemaker, president of Consolidation Coal Company, and chairman of the National Coal Policy Conference. He estimated that this additional 103 million tons will provide jobs for 45,000 mine workers, railroaders and service people.

Despite the development of nuclear power, the demand for electricity is growing at such a high rate that the Federal Power Commission estimates electric power plants in 1969 will be using more than twice the 240 million tons of coal they consumed in 1965.

Planning summer encampment.—Two Army Reserves of the PRR-sponsored 717th Transportation Battalion were welcomed to Fort Eustis, Va., last month by Lt. Col. B. J. McNelis (left), as they arrived to make plans for the battalion’s summer maneuvers. The PRR men are Lt. Col. Frederick J. Dallas, commander of the 717th, and damage control representative on the PRR’s Philadelphia Division, and Major Thomas J. McKittrick, PRR agent at Fairless, Pa., New York Division.

To aid urban transportation.—The Federal Government should consider increasing the proposed grants for mass transportation in big-city areas, said John D. Morris, PRR assistant vice president, special services. He testified before the Subcommittee on Housing, of the House of Representatives. The subcommittee is considering a bill to appropriate $55 million for the year 1968, and $38 million for research demonstration grants for 1966-67.

Mr. Morris pointed out that the Federal Government now contributes $9 for every $1 put up by local governments for building highways, but only $2 for every $1 put up by local governments for mass transportation facilities such as commuter railroads. This unfair weighting in favor of the highways should be corrected, he said.

The cost of this service could be reduced if additional capital expenditures could be made to provide more new equipment,” he said.

FROM THE Mail Coach

“I would like to express my appreciation for the nice pictures and write-up of myself and the Florida Pennsy. I feel very honored to have been the hostess when your pleasant photographer was on board. As a hostess, I have found it a pleasure to meet and work with the Pennsylvania crew from Washington to New York.” — Mary Duncan, Atlantic Coast Line hostess, Miami, Fla.

“In the February 1 issue, I found one of the most interesting articles I have read in a long time—one that I intend to keep. ‘How long is this one?’ May I sincerely say that I hope you intend to make this a regular feature of The Pennsy.” — Gil Stockler, Phila., Pa.

“This year marks the silver anniversary of the founding of the Railroad Evangelistic Association. We will be meeting August 16-19 at Wi- mona Lake, Ind., to celebrate our anniversary at our annual convention. Our monthly magazine, The Railroad Evangelist, has been of great help to many railroad people over the past 25 years. For details, write the Association at 2250 N. Pennsylvania, Indianapolis, Ind., 46205.” — Irene F. Fasnacht, Myers- town, Pa.

“I would like to subscribe to The Pennsy, and would be more than willing to pay the required cost for this. I have always been a great Pennsy fan, having one uncle, Howard M. King, who worked over 35 years for the PRR out of Enola, and a neighbor, Andrew Smith, who 40 years ago would take me for rides on an old 2-4-0 switcher out of Lancaster. I operate the Quaker Valley Division of the PRR (HO Scale).” — Richard Frailey, Jr., Lancaster, Pa.

“I and my family enjoy The Pennsy very much. We like the shape of it and its contents. The articles are written in a manner that keeps the interest. Next to the articles that keep us up to date with the happenings of our Railroad, we like the articles that tell of our fellow workers and their families. It is a lift to read of so many doing worthwhile things in their life besides keeping their jobs going.” — Ben Grana, clerk, Meadowside Enginehouse, Kearny, N.J.

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