PREVIEW OF HIGH-SPEED TRAIN
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WHO'S STANDING?

It isn't this publication's policy to print editorials. Instead of giving our opinions, we prefer to simply tell a story—to let the facts speak for themselves—to avoid preaching.

But there are times when we feel compelled to make an exception. This is one of those times.

We've been hearing some unpleasant complaints from passengers. They say they have had to stand on trains where seats were occupied by railroad employees.

The passengers are bitter.
It's easy to see why.

Picture yourself as a customer, paying your hard cash to ride a train and finding every seat taken. And while you're standing, suppose you see one of the comfortably seated riders casually flashing a pass at the conductor.

You'd wonder: What gives? Does the railroad run trains for the public—or for itself? If railroad people really want more customers, isn't this a heck of a way to show it?

Complaints about this have been reaching public officials who deal with railroads. This is particularly serious in places where local or state funds are helping keep commuter trains alive. These officials can't understand why any railroader would willingly jeopardize the future of these trains.

That's looking at the matter from a business standpoint.

Maybe it's simpler from a human standpoint.

PRR employes are pretty nice people. For example, when any of us receive guests in our homes, we immediately offer them seats. It's automatic. We don't make a big deal out of it.

When passengers come on our railroad, all we have to do is realize that they're guests, too. And act accordingly.

In other words:

- When we board a train, let's make sure all passengers are seated before we take a seat.
- When we're already seated on a train and a passenger comes aboard and can't find a seat, let's get up and offer ours.

That's all.

Some railroad men are quick to offer their seat to a woman passenger, but to do the same for a man embarrasses them. It shouldn't.

Simply say: "I'm a Pennsy employe—please have a seat."

You can be sure that the passenger will complete his ride feeling that PRR employes are pretty nice people.

Which they are, as we said before.
Clear track for the
WHIZ TRAINS

The dream of high-speed railroad passenger service zoomed toward reality last month. Here’s what happened:

1. The PRR signed a contract with the United States Department of Commerce for a high-speed demonstration project between Washington and New York.

2. The PRR signed a contract with the Budd Company of Philadelphia for the construction of 50 ultra-modern passenger cars capable of speeds up to 160 miles per hour.

3. The Railroad accelerated the installation of welded rail and other improvements on a 21-mile test track between Trenton and New Brunswick, N.J.

4. The Budd Company neared completion of four experimental cars, which soon will begin making test runs—without passengers—on this track at speeds up to 160 miles per hour.

These developments were big news to the residents of the “Northeast Corridor”—the heavily populated area between Washington and Boston.

Transportation is one of the most pressing problems of this region. Clogged highways and crowded airports can’t handle the load. Supertrains may be the answer.

“This country’s urban population will double by the end of the century,” John T. Connor, U.S. Secretary of Commerce, stated.

“Transportation demand, if it matches our economic growth rate of the past six years, will double every twenty years. Personal travel demand is growing even faster.

“Although the rail passenger market has been declining in recent years, it is a mode capable of moving a high volume of people and goods. We need to know what role it can play in our expanding economy and growing urban density.”

The Department of Commerce is also planning a high-speed demonstration project on the New Haven Railroad, so that eventually this kind of service will be available all along the 458 miles between Washington and Boston.

The new PRR service will experiment with various schedules and various fares—such as one-day excursions, family plans, group economy plans and Ladies Days. The aim will be to find out how to attract enough riders to make this project successful.

Target date for the start of the service on the 226-mile Washington-New York route is October, 1967.

There will be a train every hour for passengers between Washington and New York: every half hour between Philadelphia and New York.

The number of daily trains, high speed and conventional, will increase from the present 68 to 96. Initially the top speed will be 110 miles per hour.

Running time between Washington and New York will be cut to less than 3 hours—about 50 minutes below most present schedules.

Section Foreman G. H. Hickman maintains telephone contact with block operator to let him know when trains may enter block.

“Faster schedules are contemplated as the demonstration project continues and the speed of these trains is increased,” said PRR Chairman Stuart T. Saunders.

“We hope that we can attain operating speeds of 190 miles per hour by 1970.”

The 50 new cars will cost approximately $20 million. The Government is putting up $9.6 million, the PRR the rest.

The cars were described at a press conference held in Philadelphia by PRR President Allen J. Greenough and Edward G. Budd, Jr., chairman of the Budd Company.

“The cars will be the finest in the Nation,” Mr. Greenough said.

“Specifications provide that they be the last word in luxury and comfort for passengers, and incorporate the latest engineering developments.”

 Forty of the cars will be coaches, and ten will be parlor cars, all of stainless steel. They will be permanently joined in pairs, with sides and ends rounded to reduce wind resistance, and will operate in trains of from 4 to 20 cars, depending on passenger loads.

They are expected to make at least two round trips between New
York and Washington daily, or almost 1000 miles every three years.

Each car will have four powerful electric motors, which together will produce 1200 horsepower. The trains will be able to go from a standing start to 100 miles per hour in 83 seconds—two miles per hour in three minutes.

Braking will be done electrically with dynamic brakes, from top speed down to 30 miles per hour; then a smooth transition to electronic braking will take place.

Passenger comfort will be outstanding. The cars will be extra-wide. The coaches will have reclining seats—the widest on any PRR coach, with high backs and wide armrests, and individually controlled lights.

There will be electrical heating and no-draft air-conditioning. The inside noise level will be no greater than that of a modern private office.

The cars will have wall-to-wall carpeting, abundant luggage racks, telephone service, and pre-taped station announcements through a public address system.

Twenty of the coaches will seat 80 passengers; the other 20 will seat 64, to provide room in the middle of the car for an electronic snack bar serving hot soups, sandwiches, coffee, pie and other quick-service items.

The parlor cars will seat 34. Parlor car meals will be served on trays at table height.

There will be electrical heating on the parlor cars.

The cars will have sliding doors, centrally controlled, to permit quick, convenient loading and unloading at train-level platforms, obviating the use of train steps.

For this purpose, high-level platforms will be built at Washington, Baltimore and Wilmington, Del. The other stations on the route—Philadelphia, Trenton, Newark and New York—already have high-level platforms.

"We will lay 200 miles of welded rail on this line," Mr. Saunders told a press conference in Washington. "Welded rail, which comes in sections up to 1400 feet long, makes for a smoother, quieter ride."

"Other track will be raised, resurfaced, realigned and gauged as part of the conditioning program. Thousands of new ties will be laid."

"We are replacing the switches at our interlocking plants along this route."

"Seven bridges will be renovated."

"Additional safety precautions will be provided at the 23 grade crossings remaining on the line between Newport, Del., and Washington."

Mr. Saunders concluded: "Experimentation is the watchword of the project."

"Testing of passenger reaction to the new schedules, new equipment and higher speeds will continue throughout the demonstration period."

"Success of the project depends upon providing the kind of service the public desires, and making it attractive, convenient and competitively priced. We intend to do this in order to make our service a model for modernized high-speed mass transportation."
WHEAT for India's hungry masses

The statistic is astonishing:

Each PRR jumbo hopper car moving to the grain dock carries enough wheat to feed 400,000 people for a day.

And Engineman Charles B. Dick feels very gratified that the PRR's unit-train method is making it possible to transport the grain faster than ever before—and at less cost to the Government.

"It's a new kind of railroading," says Mr. Dick.

The grain comes in solid trains, which are quickly unloaded, then dispatched westward for another full load. There is no switching, no train break-up en route.

The fast PRR service is in response to President Lyndon B. Johnson's request that the wheat be shipped "as quickly as possible."

"I think I need not dwell at length on the very serious situation that confronts the Government of India and the people as a result of the drought and famine that exist there," he said last January.

George R. McPherson, director of the Inventory Management Division, U.S. Department of Agriculture, came to the PRR with this assignment: A fast, steady movement of large quantities of grain for dockside loading.

Tom Bradley relayed the details to Sales Department officers for an answer.

They assigned 175 of the PRR's new jumbo hopper cars, plus a number of other cars, to this job.

The cars were arranged in four units for the shuttle runs.

The covered hoppers were welcome equipment, said Oren J. Hoium, of the Commodity Credit Corporation.

"They speed the loading, delivery and unloading of grain, and there is little loss of grain in transit," he told J. R. Swenson, the PRR's district sales manager at Minneapolis, Minn.

To keep these cars on the go, Mr. Swenson is alerted as soon as a trainload of empties arrives at Chicago for delivery to a Western railroad. The word comes from the office of Marshall Kealing, supervisor of special equipment.

Mr. Swenson promptly informs Mr. Hoium, who then decides which grain elevator the train should go to for loading.

There are 16 grain elevators in Minnesota and Wisconsin involved in this movement. Four Western railroads do the shuttling between these points and the PRR at Chicago.

They are the Soo Line, the Chicago & Northwestern, the Milwaukee, and the Burlington Lines.

The loaded trains pull out of the PRR's 59th Street Yard and make a straight-shot run to Baltimore. Each car is promptly pushed over to the unloading troughs. The hoppers on the undersides of the cars are opened, and the grain rains down onto underground conveyor belts. These carry the grain up into the cylindrical elevator bins from where the grain flows out through long chutes into the gapping holds of ocean freighters.

"Setting up this movement has taken a lot of effort on the part of a lot of people," said Mr. Bradley, a long-time expert in grain traffic to the Atlantic ports.

"And our men have been handling this thing as if each train is something special. There's been no lessening of interest anywhere along the way."

"I think we're all proud to have a part in this humanitarian program—and happy that we've done our part effectively."

At distribution center in New Delhi, Indian women obtain wheat for their families.
**Big renewal project for Pittsburgh**

The PRR has announced plans for the renovation of a 148-acre section of downtown Pittsburgh.

Its aim is to transform a blighted section of the city into a landscaped park where new office and apartment buildings will rise.

It will be one of the largest projects of its kind ever proposed.

Chairman Stuart T. Saunders described the plans at a dinner attended by business, civic and political leaders, including Governor William W. Scranton, former Governor David L. Lawrence, the chairman of Pittsburgh's Urban Redevelopment Authority, and Mayor Joseph M. Barr.

The project, to be called Penn Park, "will help Pittsburgh be in the forefront of those cities prepared to welcome greater growth with a ready-made plan for orderly development," Mr. Saunders said.

The PRR's planning consultant, Robert W. Dowling, of New York, gave a preview of the project.

A large part of the area will remain open space—gardens, lawns, woodlands, parks and throughfares. The Allegheny River frontage will be landscaped, enhancing the potential for the recreational development of Pittsburgh's rivers.

To make way for the project, the freight tracks of the PRR's Allegheny Valley Railroad, serving the produce yard area, will be removed, as will about half the passenger yard tracks and the station. A new food distribution center is expected to be erected as part of the Charters Valley Urban Renewal Project. The site will have PRR rail service.

The plans include the removal of the two-level railroad bridge over the Allegheny, and the approaches to it from Pennsylvania Station. This will erase a barrier to the extension of the Golden Triangle renewal program, it was pointed out.

Trains now using this bridge will be routed through the Fourth Avenue tunnel and across to the south side of the Monongahela River. They will then proceed westward to the O.C. Bridge, where they will cross to the north side of the Ohio River and connect with the main line to Chicago.

Mr. Saunders said that Pittsburgh, "which has always been tremendously important to our railroad, will be even more important in the future."

"The administrative offices for one of Mr. Scranton's department's operating regions will be here," he said, "and with consummation of our merger, we expect to generate more and more traffic through better service to the Pittsburgh steel district and the western Pennsylvania coal fields."

"We are confident our merger will mean that we can compete more vigorously for a bigger share of the growing transportation market, and that we can generate large volumes of new business."

"We are convinced that our lines in the two regions will be here," he said, "and that we will eventually have many more railroad employees in Pennsylvania than we have now."

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**Railroad Evangelist**

Preston L. Schoentube was 15 years old when he found God in Madison Square Garden. That was in 1937.

Now, he's a freight brakeman on the PRR, working between Enola Yard, near Harrisburg, and Kearny, N.J. Everything he does, at work or at home or anywhere else, has been influenced by what happened that night in Madison Square Garden, he says.

"I was sitting next to my mother," Mr. Schoentube recalls. "We were listening to Billy Graham, the great evangelist, and I suddenly realized that I needed Jesus Christ as my personal savior."

"I turned to my mother and asked her if I should go forward and accept Christ. She said it was my choice to make, it was up to me."

"At the same time, I wanted to keep on living as I had been—idle and uncaring. I didn't know what I was going to do with my life."

"But I chose Christ, and I've been happy ever since."

In 1958, Mr. Schoentube entered Trinity Bible College, in Clearwater, Fla., the school Billy Graham had attended. At the end of a three year course of study, Mr. Schoentube received a Christian Workers diploma.

Soon afterward, a friend on the Seaboard Railroad gave him a copy of The Railroad Evangelist, published by the Railroad Evangelistic Association. He became deeply interested in the work of this inter-denominational group of railroad employees.

In 1963, after Mr. Schoentube went to work on the Marquette & Huron Mountain Railroad, a Michigan short-line, he became field evangelist and later publicity director for the association.

He retained these positions when he came to work as a brakeman on the PRR in 1964.

Currently, his big project is helping the association arrange its 25th anniversary convention, August 16 to 19, at the Westminster Hotel, in Winona Lake, Indiana.

Meanwhile, like other members of the association, he spends his free time visiting homes of friends and of strangers who invite him to talk about the Bible—he carries it with him at all times—and about the need for God in one’s daily life.

He intersperses his talks with gospel and railroad songs, accompanying himself on a guitar."

"Our goal is to uplift Christ in the hearts of railroad men," Mr. Schoentube says of the association's mission.

"We have about a hundred members on the PRR, but many more hear what we have to say."

From his home at 191 Palmer Avenue, Staten Island, N.Y., Mr. Schoentube helps publish The Railroad Evangelist, a monthly. Five thousand copies of each issue are mailed out, about 1800 of them to PRR employees.

A number of PRR employees have had a hand in forming the association, and five of them are currently on its advisory board.

They are J. P. Carter, of Alliance, Ohio, retired engineman on the former Eastern Division; Richard Corl, of Altoona, Pa., a brakeman on the Pittsburgh Division; John West, of Wilmington, Del., retired engineman on the Chesapeake Division; C. E. Mulles, of Markle, Ind., retired trainman on the Fort Wayne Division; and Roger McAsaley, of Altoona, Pa., a shop employee.

"Two Safest Ways to Travel, the Bible Way and the Railroad Way" is the motto of the association, and both "ways" have had a profound effect on Mr. Schoentube's life.

For instance, he had no reason to suspect he was marking a milestone when he gave a copy of the association's magazine to Conductor Elmer Beaver, of the Harrisburg Division. Mr. Beaver passed the magazine along to Engineman John W. Fake, who gave it to a Linda Coble, a girl who attended Mr. Fake's church.

"I suspect he was marking a milestone when he gave a copy of the association's magazine to Conductor Elmer Beaver, of the Harrisburg Division."

Mr. Fake then introduced Mr. Schoentube to a Linda Coble, a girl who attended Mr. Fake's church.

"It's a long story," Mr. Schoentube concedes, "but to make it a lot shorter, the girl Mr. Fake introduced me to is the girl I'm going to marry this August."

Mr. Fake will be best man at the wedding, and Mr. Beaver as another groomsman.

Mr. Schoentube has found only one hazard in his missionary travels: the families he visits feed him too well.

"I'm six feet two inches tall and weigh 200 pounds, he says, and a six-foot 200-pounder, he concedes that being an evangelist is no way to take off weight."
AGENT KKG1579

PRR man serves in emergency radio corps

Early one Sunday, Robert A. Strong was shaken awake by his son.

“Police radio—some girls have drowned in the river!” Arthur, 17, exclaimed.

A few minutes later, Mr. Strong was speeding toward the disaster scene.

KKG1579 reporting—on the way to Cinnaminson Avenue and Delaware River,” Mr. Strong called into police over his citizens’ band radio.

Mr. Strong, a clerk in the office of the manager of revenue accounting, Philadelphia, was one of a dozen members of the Burlington County (N.J.) Emergency Mobile Radio Corps who reported for duty that day.

“I was stationed at a nearby intersection to assist a police officer in directing traffic,” Mr. Strong recalls. “Each time an emergency vehicle was on its way to that intersection, another corps member would radio me a warning and the officer stopped traffic to allow the vehicle rapid access to the river scene.

“Three girls drowned that day. We were there for hours until the police found the bodies.”

Members of the Emergency Mobile Radio Corps are on call any hour of the day or night to aid police in maintaining communications at an emergency site. They use special wavelengths designated as the citizens’ radio band by the Federal Communications Commission.

But being part of the citizens’ band radio world isn’t all disasters and emergencies.

“I often talk to friends and to strangers who eventually become friends,” Mr. Strong says.

KKG1579 are the call letters assigned to him by the F.C.C. The radio cost Mr. Strong $124. It fits under the dashboard of his car.

His son has his own sending and receiving set in the basement of their Cinnaminson, N.J., home. He is one birthday away from getting a radio license.

“Actually, it was Arthur who interested me in radio in the first place,” Mr. Strong said.

“Somebody gave him a set about two years ago. He got deeply interested, and I bought one, too. We joined the emergency corps shortly afterwards.”

Citizens’ band radio has become so popular that F.C.C. regulations now allow only five minutes of conversation at any one time. Then the channel must be cleared for five minutes to allow others to talk.

There are 23 channels available.

Mr. Strong’s set is all transistorized and weighs only five pounds.

All he has to do to transmit is to press a button. When he releases the button, he receives.

On a recent stormy night, Mr. Strong was driving home when he noticed an elderly man standing helplessly beside a car that had broken down.

Mr. Strong promptly radioed another Corps member and relayed the phone number of the man’s daughter. In a short time, she was on her way to pick him up.

“Some of the people we’ve helped, like this man, have shown their gratitude by giving donations,” Mr. Strong says. “Everything we receive goes into the Corps treasury.

“For us individually, the reward is the fun of helping others.”

Robert A. Strong calls in to radio control, while his son, Arthur, keeps log of events.

Missy

Newest rookie on the Force

Missy, a year-old German sheepdog, is more than earning her rations at the Pennsylvania Railroad’s Kinsman Street Yard in Cleveland.

Missy is the first and only canine member of the PRR Police Department, and as far as is known, may be unique on any railroad.

A PRR policeman was recently attacked by a trespasser while on duty at the freight yard, the first such incident in recent years. That’s when Captain Paul M. Campbell, in charge of the PRR’s Lake Division police, decided to add Missy to the Police Department rolls.

Not only has nobody been attacked since Missy arrived, but the number of trespassers and incidents of vandalism have dropped sharply.

“It gives the officers a sense of security, knowing that the dog is with them and that nobody is going to sneak up on them,” said Captain Campbell.

“When her ears go up and she starts to walk slower, you know there’s somebody nearby. Of course, it may be just a brakeman walking to a car, or a car inspector at work. As for the other kinds of noises in the yard—the engines and the bells, for example—they don’t bother her at all.”

Another problem Missy has helped make easier is the checking of the enginehouse at night.

“In recent years, there have been thefts of engine bearings,” Captain Campbell said.

“Now, Missy will not pass the place by. She wants to go in there, and in a dark place like that it’s easy for her to detect the presence of a stranger.”

Missy works effectively with six different PRR policemen, and is on duty during part of every shift. Her home is an eight-foot-square compound fenced off with wire. It contains a dog house with a cloth pad for Missy to sleep on.

Lieutenant William Lucas is responsible for feeding and training Missy.

The dog now obeys six commands from any of the men who take her into the yard on duty. The commands are: down, sit, stay, back, come, and stop. When strangers approach, she bares her teeth and growls, not on command.

“Missy can serve effectively as a psychological weapon without necessarily resorting to violence,” Captain Campbell said.

“For instance, Sergeant Richard A. Kaiser walked up to four young men in the yard and asked them to leave PRR property. They looked as if they wanted to put up an argument. We’ll never know. Because after Missy began growling and showed those teeth of hers, they were only too glad to get going.”

Mr. Strong promptly radioed another Corps member and relayed the phone number of the man’s daughter. In a short time, she was on her way to pick him up.

“Some of the people we’ve helped, like this man, have shown their gratitude by giving donations,” Mr. Strong says. “Everything we receive goes into the Corps treasury.

“For us individually, the reward is the fun of helping others.”

Missy gets rations from Lieutenant William Lucas. Below we see Missy on patrol duty.
Merger developments — The effective date of the I.C.C.'s merger order has been postponed from June 1 to July 29. The Interstate Commerce Commission took this action on May 17 at the request of the PRR, the New York Central, the Erie-Lackawanna, the Boston and Maine, and the Delaware and Hudson.

The railroads asked for the postponement in order to discuss the "protection" provided for in the I.C.C.'s merger decision. This provided that the merged Penn-Central should pay indemnities to the other three railroads in any year in which the revenues of the three roads are proportionately less than a standard based on 1964 revenues. The delay will enable the railroads to consider terms of this provision.

On May 26, the Boards of Directors of the PRR and the Conrail meeting separately, accepted the conditions imposed by the I.C.C. in approving the merger. The Boards set July 21 as the date for special meetings of the stockholders to ratify the conditions for inclusion of other railroads.

Oldest organization of supervisors — The Juniata Shop Foremen’s Association, founded in 1924, held its 42nd annual dinner dance at the Penn Alto Motor Hotel in Altoona last month. It is the oldest active supervisory group on the PRR. At the head table, with their wives, were (seated) W. M. Steele, J. F. Roseman, H. L. Wood, and (standing) J. C. White, W. E. Lehr and H. S. Miller.

The safety news gets better — At the end of the first four months of 1966, the PRR System was enjoying a 22 percent reduction in the rate of employe injuries, "We have a real challenge to continue, or surpass, this remarkable improvement through the coming months," said Joseph A. Bonelli, manager of safety.

The WesternDivision led the 12 PRR Divisions in reducing the rate of injury per million man-hours—that is, less than one reportable injury per million man-hours of work. This was an 89 percent improvement over the 1965 figure. All the other Divisions, with the exception of Chicago, did better in the first four months of 1966 than in the comparable period of 1965. Outstanding improvements were scored by Allegheny, with a 58 percent reduction in the injury rate; Fort Wayne, 50 percent; Chesapeake, 42 percent; and Buckeye, 34 percent.

Rated separately, the Material Management Department had a 77 percent improvement; Dining Car Department, 42 percent; and Heavy Repair Shops, 28 percent.

A week in the life of the railroads — National Transportation Week, which was celebrated May 13 to 21, gave an opportunity to railroad statisticians to publicize what the railroads of America do in a typical week. During National Transportation Week, the railroads:

- Handled 27 million tons of freight 13 billion ton-miles—the equivalent of hauling all of America's family household goods 10 miles each day.
- Handled a passenger volume equivalent to carrying 105,000 people from New York to San Francisco.
- Used for these tasks 30,000 locomotive units and 1.8 million freight cars—the equivalent of a solid train spanning the continent five times.
- Employed nearly 700,000 persons.
- Spent $31 million for new rolling stock and for improved facilities.
- Bought $29 million worth of materials and supplies.
- Paid $10 million in taxes.

Let them pay their own way — President Lyndon B. Johnson has called on heads of Federal departments to continue active support for his proposal to make commercial users of airways, highways and waterways pay for costs of these facilities.

The Pennsy has asked the Department heads that he has sent to Congress requests for user charges that would bring in $245 million more to the Federal Government:

1. A higher charge on trucks and buses with a gross weight of 10 long tons or more; (2) a 2-cents-a-gallon tax increase on diesel fuel used on highways; (3) a 2-cents-a-gallon tax on fuel on inland waterways; (4) a 4-cents-a-gallon tax on aviation diesel fuel and an increase of 2 cents per gallon on aviation gasoline; (5) an air cargo tax of 2 percent; and (6) a 1 percent increase in the 5 percent air passenger tax.

AAR won't oppose benefits measure — The Association of American Railroads informed a Senate subcommittee that it "raises no objection" to certain benefit increases the subcommittee is considering in the railroad retirement system.

A bill before the subcommittee would provide increased benefits totaling $7.8 million per year. The AAR noted that this represented lower levels of legislation that would boost the cost of the railroad retirement system without providing added taxes to pay for the boost. But it said it would raise no objection in this case because of the reasonably small amount that would be added to the current deficit of $29.8 million per year in the retirement fund, and because the proposed increase in benefits "appears to have merit."

One of the important changes proposed is that sons and daughters of deceased employes would be eligible for benefits up to age 22 if they are full-time students. At present, the cut-off age is 18.

Editor’s letter — "The editor is ready to see you now."

Letter from a critic — "The cartoon above, which appeared in a recent issue of The Pennsy, brought the following letter from George Krockon, freight conductor on the Pennsylvania-Reading Seashore Lines:

"Your cartoon is funny but not the signal. It belongs on the right side of the track. If you worked on the signal gang, you would be eligible for 30 days off without pay.

The Editor checked this out and found that the Interstate Commerce Commission, in 1950, issued regulations that signals be on the right or above the track. If diverter signals that were erected on the left before 1950 may remain; and a railroad can get special permission to erect a signal on the left if special conditions require. Thus, the PRR’s ‘left hand’ signals at SF Interlocking, Sunbury, Pa., because the space on the right is private property; and at Elm Tower, Erie, Pa., because there isn’t enough room on the right. However, comments from Reader Kritikson—and any other readers—are always appreciated."
I knew you’d be sure to rescue me

Here’s how I was imprisoned by the man from C.R.A.S.H., which stands for: Cars Roughly And Shockingly Handled. That man is the natural enemy of your Miss Careful Handling.

But I knew you would come along to save me. Because you’re the man from C.O.M.C.H. That stands for: Count On Me for Careful Handling.

As the man from C.O.M.C.H., you’re a man of ability. You know how to protect a lady—and freight. You know how to give freight the safest possible move through a yard or on the road. You’re proud of your skill. And I’m proud of you.

Believe me, from here on I’m going to depend on the man who says: Count On Me for Careful Handling.