Visitors see latest in piggyback at Kearny's Open House

The terminal is dedicated with a ribbon-cutting by (center) Mayors Hugh Addonizio, Newark; Joseph M. Healey, Kearny.

Mayor Hugh Addonizio, of Newark, N.J., and Mayor Joseph M. Healey, of Kearny, have often greeted distinguished visitors and given them keys to the city.

One day last month, the role was reversed. The mayors were the distinguished visitors and given keys to Kearny Yard.

The occasion was the formal dedication of the newly expanded and modernized TrucTrain terminal—the world's busiest piggyback yard. Of course, the big keys were only symbolic. Kearny TrucTrain Terminal never locks up for the night.

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You pronounce it PSVEAGOP

Cal Yocum gives top door prize, color TV, to J. H. Whitman, retired stores supervr.

Around the PRR General Offices in Philadelphia, people say that a veteran employee is one who has been around long enough to know what PSVEAGOP stands for.

For the record, it means: Pennsylvania System Veteran Employees Association General Office Philadelphia.

If you want to pronounce it, say real fast: "Pizvigop."

This year’s shindig, the 45th annual event, attracted 560 members and guests to McCallister’s Hall, in Philadelphia. As the photos illustrate, a good time was had by all.

A surprise was the election of a woman as president, for the first time in the association’s history. She is Dorothea Tanenbaum, a head clerk in the Office of Car Service Records.

"This apparently is in recognition of the women’s increasing membership in the organization," says Mr. Yocum. "For a long time, they thought this was an all-male organization. They didn’t join simply because nobody thought to ask them."

Elected as vice presidents were: Wesley L. Miller, chief clerk in the Insurance Department; Edward J. Robinson, chief clerk in Freight Claims; and Mrs. Betty A. Tierney, accident clerk, Eastern Region.

Mr. Yocum was reelected secretary, for the 15th year.

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A ROCKY STORY

William B. Fergusson has rocks in his head. But that’s what he’s paid for.

As a PRR staff geologist, his main job is to study the rocks and other earth features along PRR lines, and determine if the conditions are suitable for prospective new industries.

For example, a cement maker may be looking for a good supply of limestone. A brick maker may want an area rich in shale. A chemical plant may be searching for plentiful salt deposits.

Dr. Ferguson (he’s a Ph.D.) tries to locate what the industries want.

His interest in geology is enthusiastically shared by pupils of the Gladwyne School, near the Fergusson home in Bryn Mawr, Pa. Every year he is invited to come and talk to the fourth grade class. In various years, the class has included five of his six children.

"I tell the pupils about identification of rocks, the important industrial minerals and the history of the earth," Dr. Ferguson says. "They usually try to relate the facts I give them to something they know about.

"For example, when I state that the earth is about five billion years old, some child will pop up with the statement that his grandmother is 82."

Dr. Ferguson’s reward for his lecture is always a sheaf of thank-you letters from the children. Here are excerpts from some recent ones:

"It must be fun being a geologist."

"Your lecture wasn't boring like some lectures are."

"Everybody in our class agreed you have a good sense of humor. I am sorry Stanky wasn’t here."

"I hope you find a hundred rocks you never saw before!"
Pennsylvania Railroad people are hot on the trail of an outstanding safety record this year.

For the first five months, the rate of reportable injuries was 7.85 per million man-hours of work.

This was 16 percent below the figure for the first five months of 1965.

"To put this in human terms: If last year's injury rate had continued into this year, we would have had 78 more employees hurt than actually were," said Joseph A. Bonelli, manager of safety.

"Or, to say it in a more positive way, our improved performance this year has kept 78 people off the injury list.

"When we think what this means in pain avoided and disability prevented, we can all take pride and satisfaction in our achievement."

An intensified interest in safety is evident all across the System, Mr. Bonelli said.

"Eleven of the 12 PRR divisions are doing better this year than last," he pointed out.

Southwestern is leading the Divisions with a 60 percent improvement. This Division's rate is now only 2.34 injuries per million man-hours of work. This is less than one-third the System average.

"Our improved record so far this year presents us with a challenge to keep the safety upsurge going through the rest of the year," Mr. Bonelli said.

"How to accomplish this? Simply by strictly following the safety rules."

"Maybe it sometimes seems that reading the Safety Rule Book is dull and boring. But I can assure you that lying on your back in a hospital is a lot more boring."

"So let's not cut corners on safety. Let's all do our jobs the safe way, the right way. And let's go on through December in such good shape that we can really have a Happy New Year."

"A simple act, tying ankles, prevents many accidents. Trainmen R. E. Micklitsch and J. J. Backer, Northern Division, illustrate."

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"Electrician Joseph A. Cianfero, Wilmington (Del.) Shop, takes safety signs seriously. Why take chances with his eyes?"
This giant on a Pennsylvania Rail-road flatcar is the power end of a huge gas-engine driven compressor. It is 32 feet long and weighs about 320,000 pounds. It can produce 5500 horsepower. It will be used by a major pipeline to maintain pressures for the flow of natural gas.

This compressor is one of a number which the PRR will be hauling from the Olean, N.Y., plant of Clark Bros. Co., a division of Dresser Industries, Inc. Mark C. McIntyre, traffic manager, with A. F. Brinks, PRR District Sales Mgr. Wayne E. Sauers, with Jennie and Michael. Posed for a progress shot during project: Wayne E. Sauers, with Jennie and Michael.

"In this case, we provided one of our F-34 flatcars," said A. F. Brinks, district sales manager at Buffalo, N.Y. "This rugged car has a one-piece cast-steel body. It has four trucks, instead of the usual two, and oversized journals to bear the heavy weight."

Despite the brawny looks of this big engine, Mr. Brinks added, "Clark relies on us to handle this load and others like it with kid gloves all along the line."

The Clark Bros. firm is known worldwide as a manufacturer of compressors for a variety of industries. Much of the gas that flows through American pipelines is moved by Clark compressors. The petrochemical industry, which provides raw material for the plastics and chemical industries, uses many of these compressors.

Many of the units are huge machines, some developing as much as 6000 horsepower each. The one shown here will be installed in Kentucky, as one of a series located every 45 miles along a giant pipeline.

"Our ability to provide suitable equipment for such loads is a highly important selling point for PRR service," said Mr. Brinks.

Compressor engine on PRR car is looked over by Angelo A. Colletti, Clark Bros. foreman; George T. Devlin, PRR supervisor of loading services; Mark C. McIntyre, traffic mgr.

"We can now offer shippers 87 different kinds of freight cars—the largest choice on any railroad. "Whatever the shipper's problem, we stand ready to assist—as we are demonstrating with the movement of these king-size compressors."

Jennie’s doll barn and how it grew

S

omebody once said that behind every hard-working man there is a determined woman.

Wayne E. Sauers is no exception, and there is an elaborate doll barn outside his home to prove it.

Mr. Sauers works as a trainman on PRR freights between Fort Wayne and Chicago. His spare time is pretty much taken up with tilling the three acres that surround his house in Decatur, Ind., and catering to the needs of his five children.

That’s enough of a schedule to keep any man busy. So when Mrs. Sauers got excited over the diagram of a doll barn in a magazine, Mr. Sauers gave a husbandly nod and hoped the idea would go away.

It didn’t.

“She kept talking about it for weeks,” he says. “I wouldn’t call it nagging. Just being persistent.”

So finally, as can be expected, he gave in, and rounded up a couple of truckloads of scrap lumber.

But he had no power tools. However, his friend, Conductor Ronald C. Sheehan, did. So Mr. Sauers asked him if he didn’t think a doll barn would be a great thing for Mrs. Sheehan’s 5-year-old daughter.

Mr. Sheehan naturally said no. Mr. Sauers talked to Mrs. Sheehan. She said a word or two to her husband. And the next day, plans were in the works for two doll barns.

The men worked together. They used second-hand parts wherever possible. Mr. Sauers salvaged hinges and flooring from a building wrecked in a tornado.

For the outside walls, they used a composition pressed wood; for the roof, red cedar shingles.

The peaked roof opens on hinges, to allow storage of lawn furniture and garden equipment in winter.

The completed structures are each 10 feet high outside, 8½ inside. Underground power lines provide for light bulbs and an electric heater. The task took about 100 hours, spread over two months. Mr. Sauers figures his cost at $155.

"But if I’d bought everything new, it would have cost $500," he says.

Sometimes Mr. Sauers wonders how he got into such a big project. But when he looks at the proud face of his wife, Kathleen, and the delight of his 4-year-old daughter, Jennie Marie, he knows.

Curtain Time

Merrill L. Rhoads, a clerk in the electronic data processing center in Philadelphia, has been on the PRR for ten years.

During the same period, he has also been a Siamese priest, a sailor on a Pacific island, and a visitor from the other world. He has assumed these more exotic roles as a member of the Pitman (N.J.) Choral Society, which stages a play each year in addition to its concert schedule.

The Siamese priest was the part he played in "The King and I"; he was a sailor in "South Pacific"; and in the recent production of "Carousel," he played the role of Brother Joshua, an other-worldly traveler. The photo shows him being made up for this part.

Mr. Rhoads, who also plays the piano, says there’s no money involved in these theatricals, "but you can’t beat the fun of making an audience happy."
This is railroading?

Let it be noted that last year, while the PRR was acquiring 150 locomotives and 7904 freight cars, it also bought:

Our department and the Industrial Development Department have been carrying the story to prospective industries. "But meanwhile, it seemed a shame to let all this good farmland sit idle."

So now there are three Indiana farmers working almost all this land. They provide their own farm machinery and livestock. We go 50-50 on the cost of fertilizer and cattle feed. And at the end of the year, the Railroad gets half the proceeds. Alvin Hutsell farms 450 PRR acres at Bethlehem. He also raises corn, tobacco, soy beans and barley, plus cattle and pigs. His wife, Pauline, and daughter, Juanita, help out, and he also has a tenant farmer. Alvin Hutsell farms 450 PRR acres at Bethlehem. He also raises corn, tobacco, soy beans and barley; has 36 Black Angus for beef, 20 Jerseys and Holsteins for milk, and 150 chickens. He's assisted by his wife, Nellie May. Their nine children are all grown and away from home.

To keep tabs on this enterprise, the PRR has a genuine hayseed in the person of William P. Wiechman, real estate supervisor at Indianapolis. He grew up on a farm. Although he majored in accounting at college, he has always managed to get his hands in the soil, and he currently owns 40 acres where he raises grain and grazes a dozen head of beef cattle.

While inspecting the Bethlehem farm run by Farmer John Haycox, Mr. Wiechman noticed that a lot of good pasture land wasn't being fully utilized. So Mr. Wiechman got permission to buy 11 Herefords, including a bull. "As far as I know," says Mr. Kinzel, "these are the first such entries in the PRR's roster of 'rolling stock.'"

Farmer Haycox works 750 PRR acres at Bethlehem and 304 at Utica. He raises corn, tobacco, soy beans and barley, plus cattle and pigs. His wife, Pauline, and daughter, Juanita, help out, and he also has a tenant farmer.

Mr. Wiechman and Farmer John Haycox have been colleagues for some time. "Our department and the Industrial Development Department have been carrying the story to prospective industries," says Mr. Wiechman. "But meanwhile, it seemed a shame to let all this good farmland sit idle."

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Farmer Hutsell reports some fine fishing on Camp's Creek, which runs through the property. He calls it "Pennsy's Creek." John D. Hardin works 247 PRR acres, plus land of his own, at Ben Davis, raising wheat, soy beans and barley. He has a college degree in agriculture. His son, John David, is majoring in agricultural economics at Purdue, and helps work the land through the summer. At harvest time, daughter Jeanette, 18, drives the field truck, and Mrs. Hardin trucks the grain to market.

Such is life on the PRR—Wheat and Barley Division.


The Day the Boat Got Stuck

One beautiful summer day, James Rossman was at the helm of his 22-foot sea skiff, enjoying the feel of the sun and wind, when his boat jolted to a sudden halt. "I was stuck—the first time it had ever happened to me," recalls Mr. Rossman, an electrician at New York's Penn Station.

"I had a ship-to-shore radio, so I called the Coast Guard and so they came and got me off that sand bar." Shortly after that, Mr. Rossman joined the Coast Guard Auxiliary. Ever since, he has been going out and pulling other people off sand bars, providing extra gas when needed, and doing whatever else was required to help boat owners in distress.

After six years of practicing aquatic good samaritanship, Mr. Rossman recently was made vice commander of Coast Guard Flotilla 1310. There are 17 members.

About once a month during the sailing and boating season, Mr. Rossman calls the Coast Guard Station at Short Beach, Long Island, and gets an assignment to patrol some six to eight miles of channel in Long Island Sound.

He also teaches small-boat handling to novice boat owners. "The best advice I can give to any person who is new to a boat and new to the water is to take a course in boat handling," he stresses. "The course takes only eight hours for the four lessons.

"There are so many boat owners around now, and it seems that less than half of them know how to handle a boat."

On patrol, Mr. Rossman wears a khaki uniform with the gold bar of his rank on the collar. For formal occasions, there are dress blues. "I'm glad to help other boat owners," he says. "I know how embarrassing it can be to run out of gas, or have a motor failure, or get lost."

Mr. Rossman and his wife, Elsie, live in Copiague, on the south shore of Long Island. Their skiff moors to a backyard dock.

Mrs. Rossman enjoys pleasure cruising, but begs off when Coast Guard patrol duty beckons. "I guess she doesn't like to see other people in trouble," Mr. Rossman explains.
Miss C. H. hits the road

Said Miss Careful Handling: “I’ve been talking to shippers. And what I’ve been telling them is that if they want to ship freight without worry, just call the PRR. “I’ve told them that Penney men have pledged to give every freight shipment special care—to treat it as if it’s the only shipment on the railroad—to make sure they deliver it in the same shape as when they received it.

“Now, I’m counting on you fellows to back me up on that.”

Miss Careful Handling is currently on tour. She’s been carrying the story of damage prevention to PRR yards in the New York, Philadelphia, Chesapeake and Harrisburg Divisions.

Before the summer is over, she is expected to visit many of the yards in all 12 PRR Divisions.

“We’re out to chase damage right off our railroad,” she says.

At Waverly Yard, in northern New Jersey, Freight Brakeman Joseph A. Busa suggested, “It would be a good idea to have Miss Careful Handling here every day.”

And Brakeman Fred R. Blanchard admitted, “I’d rather listen to her than to a trainmaster.”

Conductor William Montouri, at Linden, N.J., had an interesting explanation as to why her message is getting across:

“You’re more impressed, listening to a woman. It reminds you when you were a kid, listening to your mother.”

This PRR campaign is attracting the attention of the railroad industry. Already nine other railroads have requested copies of the Miss Careful Handling photos and messages for use in their employee publications.

The railroads are the Southern, Great Northern, C&O-B&O, Western Pacific, Bessemer & Lake Erie, Elgin, Joliet & Eastern, Denver & Rio Grande Western, Louisville & Nashville, and New York Central.

Meanwhile, back at Terre Haute...

While waiting for the start of the Miss Careful Handling tour, the Southwestern Division didn’t let any grass grow under its feet.

It set up a program of its own, under the direction of Earl W. Guertin, supervisor of loading services.

Two campaigns against loss and damage are twice as good as one,” reasoned K. E. Smith, Division superintendent.

To provide a “hall” for its meetings, the Division refurbished an old coach. Signs, photos and exhibits of merchandise told the damage-prevention story. The coach is also to be used for safety meetings and airbrake examinations.

Each meeting featured a skit called, “My Mother, the Boxcar.” A model, with the title of Miss Damage Free, did the narration. Her theme was that a boxcar deserves to be treated like a lady.

They hear D. J. McDaniel, of Pillsbury Co.

Shippers spoke at most of the sessions. In the Terre Haute meeting, pictured here, the guest speaker was Dorsey J. McDaniel, Pillsbury Company warehouse manager.

He complimented the Terre Haute railroad men for curbing damage on shipments, but urged: “Don’t rest on your laurels.”

Trainmaster George E. Egy told the Terre Haute men that “your district is one of the safest in the handling of merchandise that I’ve seen anywhere on the railroad.”

But a few mishandled cars can undo a lot of good work—can cause a shipper to use another route, pointed out Finis Perry, district sales manager.

Supervisor Guertin summarized: “We need your help to make damage disappear. We must satisfy our customers. For without customers, none of us are needed.”

A skit entitled “My Mother, the Boxcar.”
Stockholders to vote on merger—The PRR has announced a special meeting of the stockholders on July 21 to approve certain conditions of the merger. The New York Central Railroad will have a special meeting of stockholders on the same day.

Board Chairman Stuart T. Saunders told the stockholders, in a letter accompanying proxy material, that the merger will result in greatly improved service to the public and more economical transportation. He said the merger "will enable us to create the third of three competitively balanced rail systems in the East, and provide necessary resources to withstand the challenge of the two systems already in operation." These are the C&O-B&O and the Norfolk & Western, which has merged with the Nickel Plate and the Wabash.

The Interstate Commerce Commission on April 27 unanimously authorized the Penn-Central merger, provided certain conditions are met. At separate meetings on May 26, the boards of directors of the two railroads accepted the conditions.

On June 21, the I.C.C. fixed August 12 as the earliest effective date of its merger order.

The PRR's July 21 meeting for stockholders will be held at 2 P.M. in the Sheraton Hotel, Philadelphia.

Tolls on the Seaway—United States authorities should consider raising tolls substantially on the St. Lawrence Seaway, an official of the Association of American Railroads declared. At a hearing before the St. Lawrence Seaway Corporation, Dr. Burton N. Behling, AAA vice president, said an adequate toll system was the only solution to the Seaway's financial problems. A 10 percent increase, which has already been proposed, is "hardly more than a token," he said.

When the Seaway was opened eight years ago, it was supposed to fully pay for itself through tolls on ships. But, Dr. Behling pointed out, the collections are already $35 million short. What this means is that ship operators are paying much less than adequate tolls, and thus get a big assist in their competition with railroads. Dr. Behling also pointed out that more than 90 percent of the traffic on the Seaway moves in vessels under foreign flags.

Safety awards—Seven new safety awards this year have come to PRR people for boosting the safety level. In the photo above, David E. Smucker, vice president, operations, presents the awards won by the Eastern Region to George C. Vaughan, general manager. All departments of the Eastern Region were honored by an award of merit from the National Safety Council, and an achievement award from the Philadelphia Safety Council. In addition, special awards went to the Region's Maintenance-of-Way and Maintenance-of-Equipment departments.

Toward super railroads—The expansion of freight business in the future will lead to "a new golden age of railroad service," Daniel P. Loomis, president of the Association of American Railroads, predicts. Modernization of facilities, equipment, services and work practices are helping make railroads "the premier form of transportation along the volume freight routes."

"Much as the railroads are doing, it is not wholly within our power to carve out our own destiny," Mr. Loomis added, "because railroads are among the most tightly regulated of all businesses."

'Strong Ditch'—The proposed canal linking the Ohio River and Lake Erie is a "Billion Dollar Grab," says Vernon B. Henderson, PRR district sales manager at Wheeling, W. Va. Addressing the Steubenville Lions Club in behalf of the Railroad Community Service Committee, Mr. Henderson said that the canal, which would be built at the expense of all taxpayers, would benefit just a few industries.

Big business—A Junior Achievement Company sponsored by the PRR at Weirton, W. Va., has been chosen "Company of the Year." Made up of 16 high school students, the company, named PARRCO, produced and sold lint brushes, trivet stands for hot dishes, and three-tier candy dishes. At the end of its eight-month existence, the young businessmen earned enough profit to pay a 10 percent dividend to the adults who invested in it. This made PARRCO the leader among the 12 Junior Achievement companies in the Weirton area.

In the photo, George M. Smith, general manager of the PRR's Central Region, receives the award won by the PRR-sponsored group. Making the presentation is the vice president of the local committee, Mr. Henderson said that the canal, which would be built at the expense of all taxpayers, would benefit just a few industries.
HOT WEATHER TIP

I know enough to take it easy when the weather gets hot. And my pal, the man from C.O.M.C.H., is just as smart. When he cuts cars in hot weather, he sends them rolling without much speed. Because he knows that heat softens the journal oil, and cars naturally roll faster and farther.

He’s a sharp one, this man from C.O.M.C.H. His motto is: Count On Me for Careful Handling. And I’m sure counting on him.