PRR Scholarship Winners
Tour Philadelphia
See Page 3
"Bienvenue à notre chemin de fer"
In other words . . .
"Unsere Eisenbahn heisst Sie wollen"
(In other words: "Welcome to our railroad", in French and German)

What do you do when a passenger can't speak English?
Be extra friendly, suggests the United States Travel Service.

Make up in kindliness and patience what you lack in language, the agency says. Then try to find somebody who can interpret.

The United States is engaged in a campaign to encourage more citizens of foreign lands to tour this country.

The PRR and other railroads are doing their share by offering reduced fares.

"Our visitors will appreciate the savings, which go up to 25 percent," said John B. Dorrance, Jr., the PRR's general manager of passenger sales.

"But they will appreciate even more a warm PRR welcome and a helping hand with their problems."

"Since we serve the ports of New York, Philadelphia and Baltimore, we PRR men and women are often the first transportation people these foreign visitors meet. By our thoughtful treatment, we can start them off with a warm feeling about America."

"I might add that we have a number of employees who speak foreign languages. They help a lot."

If you stand for any length of time near the window of Ticket Clerk Thomas M. Julian, who handles special ticket requests at Penn Station, New York, you're likely to hear a variety of languages that sound like the UN in action.

"Me, I'm strictly English-speaking, and not too good at that," says Mr. Julian with a grin. "But I know Mr. Julian with a grin. But I know

Does the passenger speak French? Marianne A. Maire, information and reservation clerk at Penn Station, will interpret.

Is the visitor German? Call Clerk Harold W. Koch, Italian? Josephine C. Tantillo, ticket clerk, will gladly interpret.

For Spanish, you'll want Clerk Julius J. Ruiz. At North Philadelphia Station, Ticket Clerk Bella Cyr says, "Nous parlons francais"—though with a French-Canadian accent.

At 30th St. Station, Philadelphia, Ubale Louis E. Polini says, "Si parla Italiano."

At Washington's Union Station, when a language problem comes up, Stationmaster Paul A. Dowell has a variety of solutions:

"We appeal over the public address system for somebody who can speak that language, and it's surprising how often we get a response," he says.

"If it's a matter of French or Spanish, there's often a Travelers Aid staff member on duty who knows those languages."

"If we run into a tough one, we phone the appropriate foreign embassy, have the passenger speak to somebody there, and then get on the phone ourselves for a play-back in English."

When ocean liners bringing tourists dock at New York, the welcomers usually include a PRR passenger representative. Tourists who intend to ride the Pennsylvania Railroad have been instructed by their travel agents to contact the PRR man at the pier's transportation desk. Among the services the Railroad offers is checking the visitor's baggage directly from the pier to his destination.

Foreign Passenger Agent John L. Martin mentions, as a typical example, a group of 64 European employees of an industrial firm. He met them at the pier, arranged for their trip to Washington, D. C., in a reclining-seat coach, set up a tour of the capital, and saw them off when the tour ended.

"They really talked up the comfort and speed of their PRR trip," he says.

This group benefited from a 25 percent reduction on the round-trip coach fare. This is offered to foreign tourists traveling in groups of 15 or more on Eastern railroads.

There are also savings for foreigners traveling alone.

And there are special one-way fares across the continent for foreign tourists traveling around the world. For example, they can go from New York to San Francisco for $139 first class, or $87.10 coach.

President Lyndon B. Johnson set the keynote for the Visit America campaign by issuing an invitation to foreigners to "visit our historic shrines, our natural wonders and our great recreational areas and facilities . . . and the festivals, fairs, pageants and other ceremonies that will take place in 1966."

The United States Travel Service, an agency established by Congress in 1961, is following through with several promotional programs.

One, called "Festival USA-66," tells the story in foreign countries through leaflets, posters, talks before interested groups and other activities. USTS has offices in nine key countries.

A second campaign, addressed to Americans, stresses the themes, "Let's Be Thoughtful Hosts," and "Friendly Americans Win America Friends."

A third encourages communities to set up Visitor Information Centers where foreigners can be helped.

A fourth is the Americans-at-Home program, whereby private citizens volunteer to receive foreign visitors into their homes for short visits.

At Philadelphia, Ticket Clerk Bella Cyr can interpret for passengers from France.

At Penn Station, New York, Ticket Clerk Harold Koch guides passengers in German.

The main purpose of all this is to promote international understanding by helping foreigners learn what America and Americans are really like.

But a second purpose is to help narrow the "travel gap." This refers to the fact that Americans spend a great deal more money in traveling abroad than foreigners spend in visiting the United States. This hurts America's balance of payments and increases the outflow of gold.

"So there are good reasons why we want more foreigners to visit our country," says Mr. Dorrance.

"And when they're here, let's try to make sure they enjoy the visit so much that they'll urge their friends to come here, too."

A Friendly American tells how you can win America friends

This is one of a series of posters being distributed by the United States Travel Service.
HOLIDAY FOR CONGRESSMEN

When a Congressman’s work load begins to reach its usual high point during the spring session, what could be a nicer break than a relaxing ride on the PRR and a visit to the Big Town?

Congressmen have been taking a springtime holiday of this kind each year for the past 17 years. And PRR people have received repeated praise for the way they handle these trips.

This year’s excursion was under the sponsorship of Congressmen Jacob H. Gilbert and Joseph P. Addabbo, of New York.

An 8-car special took Congressmen and their families to New York for a week-end of entertainment, sightseeing and general relaxation.

“They seemed to enjoy the trip every step of the way, and their children enjoyed it most of all,” said George H. Schaeffer, PRR passenger representative.

“This was one of my best train rides,” said Anne Reuss, 14, daughter of Henry S. Reuss, Congressman from Wisconsin. “It’s more fun than flying—you can wander around and see more out the windows.”

Her mother concurred, and added: “We can hardly wait till you get the high speed line in service.”

Keene Matsunaga, 14, son of Congressman Spark M. Matsunaga, of Hawaii, admitted he was a “malihini”—that is a newcomer—to trains. His verdict on the trip was: “Exciting.” And he added, “The food was delicious.”

Frank Steele, the son of Tom Steele, tally clerk in the House of Representatives, liked the way “we pulled out of the station real slow and then went real quick.”

In the dining cars, two kitchen crews, under Chef Babe Butler and Chef T. L. Wilson, pleased the passengers with breast of chicken on smoked ham, asparagus polonaise, au gratin potatoes, and bisque tortoni.

The Congressional tourists packed a lot of activity into their three and a half days in New York. They took a boat cruise through the harbor, visited the Merchant Marine Academy at King’s Point, Long Island, went to the Boulevard Night Club, attended a rehearsal of the New York Philharmonic, saw a sky spectacular at the Hayden Planetarium, and shopped in Chinatown.

Then, on Sunday evening, they boarded the PRR again and rode back to Washington. Some were already talking about next year’s trip.
He's the newest youngest P. & L. A. representative

Many a political candidate was nervously watching the returns last November in races for mayor, alderman, or county commissioner. And Richard E. Foran was chewing his nails right along with the rest. He was running for one of the eight employe posts on the Board of Managers of the P. & L. A. That's the abbreviated name of the Pennsylvania Railroad Mutual Provident and Loan Association.

Dick Foran figured that his main handicap in the election was his youth (he's just turned 36) and relative inexperience. But what he had going for him was a wide acquaintance among PRR people, through work as a yard clerk, timekeeper and car distributor.

Five men ran for the Board of Managers post from Mr. Foran's district, consisting of the Pittsburgh and Allegheny Divisions. More than 1400 votes were cast by PRR people.

Dick Foran won—by two votes.

"Some people have asked me why I tried so hard to win a position that means no special privileges and no financial rewards," says the other. "The answer I can give is that working as a timekeeper got me so interested in human relations that I wanted to get into some organizational work where I could be of service to PRR people. And the P. & L. A. post offered such an opportunity."

"I know that sounds sentimental and corny, but that's it."

Dick Foran came to work on the PRR in 1954 as a yard clerk at Erie, Pa., in the Northern Division.

"I heard employes talking about the P. & L. A., and I joined up very soon," he says.

"I had a bank account, but I found I wasn't saving anything. With a P. & L. A. savings account, your deposits are taken automatically out of your paycheck before you get it. That feature appealed to me. It was a sure way to save."

Dick found his P. & L. A. savings very helpful after he got married and began to raise a family. He now has four children: Linda, 8; Richard, 4; John, 2; and Dan, 1.

"If you want to make a withdrawal from your savings account," he says, "all you have to do is fill out a form and hand it to the bank. 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. That's because your deposits are entered on the record the same day you get your check. The new computer system has made this possible."

Dick points out that savings accounts currently pay 4 percent interest, calculated every three months. The Association is regulated by the Department of Banking of the Commonwealth of Pennsylvania. Membership is open to all PRR employees.

Dick Foran is now a clerk in the Comptroller's Office at Pittsburgh, calls attention to four other P. & L. A. features:

1. **Personal loans.** Employees who meet credit requirements may borrow amounts up to two times their average monthly salary. Loans are repayable over two years at 6 percent interest.
2. **Mortgage loans.** These are available up to 60 percent of the appraised property value, and with up to 15 years to repay, at a current interest rate of 5 1/2 percent.
3. **Educational loans,** to cover educational costs for an employee or dependent, are available at 3 1/2 percent interest, with up to 6 years to repay.
4. **Purchases of PRR stock.** "All these programs are handled through convenient payroll deductions," Dick Foran says.

"Employees can obtain further information or application forms from their supervisors or the nearest Supervisor of Personnel; or by writing to the P. & L. A. at Room 207, 15 N. 32nd Street, Phila., Pa., 19104."

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**Best foot forward**

Major Alex Simpson, executive officer of the Volunteers of America, recently visited Mansfield, Ohio, where he was served by Gerald Gerwin, the PRR agent.

"Mr. Gerwin was so courteous and helpful," Major Simpson wrote. "If we just had more folk in the world like Mr. Gerwin, it would help restore my faith in humanity."

"We have just returned from a five-week trip to Arizona and California," wrote Mr. and Mrs. Harry B. Hyde, of Short Hills, N. J. "We took the Broadway Limited to and from Chicago. The best trip and the best service during our entire trip was on the dining car of that PRR train."

"Personally, we would like to commend Leon L. Bolton, supervisor of service, and Acy Flowers, who served our dinner."

The graciousness of Steward Paul Rehn was a high spot in Miss Joanne P. Williams' recent trip from Washington to Philadelphia.

"I found that I did not have enough cash to pay for my dinner," Miss Williams wrote. "Mr. Rehn had me order and pay by check. He was very kind and even offered to give me some money to make sure I would be taken care of when I reached Philadelphia."

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**On The Way Up**

**EASTERN REGION**

DeLaurentis, L. A. Division Supervisor of Material, Philadelphia

Turski, J. L. Inspector—Signs, Philadelphia

**Philadelphia Division**

Alleman, R. G. Asst. Supt.—Freight, Philadelphia

Andrus, D. L., Jr. Asst. Train Master, Camden

Himler, A. E. Asst. Engine House Foreman, Philadelphia

P. A. Mason, P. G. Asst. Supervisor Track, Camden

Ott, N. E. Asst. Engineer House Foreman, Philadelphia

Sachse, D. J. Asst. Train Master, Thorold, Ontario

Sparks, W. J. Asst.—Supervisor, Philadelphia

Turnbull, W. H., Jr. Engine House Foreman, Philadelphia

**Pennsylvania Division**

Boer, T. G. Asst. Supervisor Track, Marrisville, Pa.

Guichard, G. A. Asst. Engineer Foreman, Hoboken

Stewart, J. F. Captain of Police, New York

**Chester County Division**

Gordon, W. T. Asst. Train Master, Edge Moor, Del.

Leaftgreen, C. E. Asst. Supt.—Motive Power, Baltimore

Pugh, J. A. Asst. Train Master, Edgewood, Del.

**Harrisburg Division**

Arm, L. A. Asst. Engine House Foreman, Harrisburg

Conner, E. W. Train Master, Nogentown, Md.

Cumings, J. L. Asst. Train Master (Night), Willingboro, N. J.

Owens, C. W. Asst. Train Master, Eads, Md.

Porter, L. G. Asst. Train Master, Harrisburg

Sill, J. B. Asst. General Foreman Track, Enola

33 PRR Scholarship Winners

Bon Bon was the first member of the Raywood family to hint at the good news.

Bon Bon is a toy French poodle and he began barking as the mailman approached the front door of the Trenton, N.J., home.

Kristin Raywood, 19, came up from the basement where she had been doing some laundry and opened the letter.

“Mommy, Mommy, I won!” she shouted.

Mrs. Raywood and another daughter, Karla, 17, came running, and they hugged and kissed each other, and then began weeping.

“We became hysterical,” is the way Mrs. Raywood described it.

Kristin is the daughter of the late Harry A. Raywood, sergeant of PRR police, who died last fall.

“Now I know God wants me to become a doctor,” said Kristin. She has completed one year at Ursinus College, and now plans to continue to graduation, and then apply at a medical school.

At the Dohnora, Pa., home of Michael Windell, 18, a similar letter lay unopened on the dining room table for hours.

Then in mid-afternoon Michael returned, flushed and perspiring from a session of basketball at a nearby schoolyard.

His mother, Mrs. Hugh H. Windell, and father, who is a trainman at Shire Oaks Yard, Pittsburgh Division, watched as Michael opened the letter.

“Oh boy,” beamed Michael. “It says, ‘It is a pleasure . . .’ I think I won some award!”

The scholarship will enable him to attend Rensselaer Polytechnic Institute to study aerospace engineering.

Those were typical scenes in 33 PRR households as the Railroad announced winners of scholarship grants totaling $124,400—the largest number of winners and the largest total of awards since the scholarship funds were established.

The winners and their parents were invited to a reception and luncheon at PRR headquarters in Philadelphia. They then were taken on a tour of historic sites and the PRR’s giant ore-unloading pier.

The scholarships are awarded on the basis of scholastic ability and financial need (except for two Frank Thomson scholarships granted each year solely on ability, without regard to need). With this year’s awards, a total of 97 sons and daughters of PRR employees will be in college this fall under these scholarships. The grants cover part or all of the cost of study.

The scholarship grants are made under several endowment funds administered by the Pennsylvania Railroad:

The Frank Thomson Scholarships were established in 1907 in memory of the sixth president of the PRR, who served from 1897 to 1899. These grants are made each year to sons of living, deceased or retired employees, for the study of engineering.

The Women’s Aid Scholarships, established by the Women’s Aid of the Pennsylvania Railroad, are open each year to sons and daughters of living, deceased or retired employees, for any recognized course of study.

One scholarship was awarded this year through the John Clark Sims Scholarship Fund, established in memory of a former Secretary of the Company. This scholarship, which generally is available once every four years, covers tuition at the University of Pennsylvania, and is open to PRR employees and sons.

Also awarded this year was a William Henry Brown Scholarship, established in memory of a former chief engineer of the PRR. This scholarship, generally available once every four years, provides $750 per year toward tuition and expenses at Princeton University. It is open to sons of living, deceased or retired employees.

College Entrance Board examinations for 1967 scholarships will be held in December and January. For further information, write to G. W. Knight, Vice President, Labor Relations and Personnel, Pennsylvania Railroad Company, Six Penn Center, Philadelphia, Pa. 19104.

On the cover: PRR scholarship winners and parents see Liberty Bell in Philadelphia tour.

Operation of PRR’s ore-unloading pier is explained by Acting Yardmaster A. J. Faso.
Students share grants totaling $124,400

Anthony Barton, son of James E. Barton, head clerk in Secretary's Office, plans to take mathematics course at Brown University.

James P. Brennan, son of Patrick J. Brennan, clerk in Eastern Region comptroller's office, will take engineering at U. of Penna.

Patricia A. Davison, daughter of John R., passenger conductor in Phila. Division, will take a pre-medical course at Northwestern.

John C. Forney, son of Garland E. Forney, Altoona asst. trainmaster, will take chemical engineering at Penn State University.

Jerome Haggart, son of Jerome A. Haggart, Jersey City yardmaster, will major in communication arts at Seton Hall University.

Mary K. Halleran will study nursing at Seton Hall. Her father is John J. Halleran, PRR policeman in the New York Division.

Francis B. Hanlon, son of Francis B. Hanlon, Sr., Pittsburgh Division conductor, will take liberal arts at Duke University.

Charles W. Hoover, son of Donald S. Hoover, Allegheny Div. brakeman, will study chemical engineering at Pennsylvania State.

Donna Mabry, daughter of Perry W. Mabry, Lake Division conductor, plans to take a course in liberal arts at Boston University.

Bruce R. MacQueen, son of Adam W., supervisor, inventory audits, Phila., will take business administration at Washington & Lee.

Terence A. Makdad, son of Albert Makdad, electrician at East Altoona Enginehouse, will major in science at Pennsylvania State U.

Robert L. Miller, son of Paul A. Miller, car repairman at Altoona Car Shop, will take a teacher's course at Shippensburg State.

Robert Montgomery, daughter of the late Charles Montgomery, Legal Dept. messenger, will study teaching at Fairleigh Dickinson.

Donna T. Mattilla, daughter of Richard A., New York Division conductor, will study American history at Shippensburg State.

Frank Nething, son of the late Kenneth E. Nething, block operator, Lake Div., will take a business course at Kent University.

William Noone, son of William J., Jr., asst. district sales manager at York, Pa., will major in civil engineering at Notre Dame.

Donald A. Nolte, son of Edward F. Nolte, Sr., electrician, Harrisburg Div., will major in chemical engineering at Princeton.

Gary L. Ott plans to go to Carnegie Tech for engineering. His father is Leland P. Ott, block operator in Pittsburgh Division.

Raymond L. Palamar, son of Wassell Palamar, Philadelphia Div. yard brakeman, will take electrical engineering at Penn State.

Mary E. Powers, daughter of Arthur A., reservation clerk, Penn Station, N.Y., will take liberal arts course at Dayton University.

Kristin E. Raywood, daughter of the late Harry A. Raywood, police sergeant, N.Y. Div., will take a pre-medical course at Ursinus.

Kathleen A. Robinson, daughter of Walter H., machinist at Juniata Machine Shop, will major in chemistry at St. Francis College.

Felix Schuda, son of Joseph J., engineer, M. W., at Pittsburgh, will study chemical engineering at the University of Pittsburgh.

William E. Shutt, son of Edward H. Shutt, clerk at Youngwood, Pittsburgh Division, will major in physics at Davidson College.

(Continued on page 6)
A Flag for Sunnyside

Scouts Robert Wohlleben, Ed Livesey and Michael Wilkos get set to raise the flag.

Go out to Sunnyside Yard these days, and you can sense the high spirit and pride of the railroaders who work there, says Trainmaster Frank L. Paulin.

"They're conscious that this is the largest passenger car yard in the world," he explains. "They maintain and service all the passenger trains that come into Penn Station, New York, and they're handling this assignment more efficiently than ever.

"They're keeping a tidy yard, and making thrifty use of supplies.

"On top of all that, they have been riding the crest of an improved safety record."

The Sunnyside Yard people hunted for some symbol to express this pride, and a lot of them seemed to hit on the same answer at the same time: A flagpole.

So the Sunnyside Yard Safety Committee, headed by E. D. Laird, assistant master mechanic, went out and bought a 23-foot pole.

John Neary, a PRR electrician, promptly volunteered to provide a flag. It was purchased and donated by his veterans' organization, St. Joseph Post No. 641, Catholic War Veterans.

Other employes set up a miniature garden with a circle of flowers around the base of the pole.

And on June 14, Flag Day, the employes gathered around, to the music of a John Philip Sousa record. Three Jersey City Boy Scouts tied the flag to the halyard, under direction of Sal D'Angelo, laundry machinist, who is Scout commissioner of the Polaris Round Table District.

And up went the flag, as Assistant Foremen John H. Burns and Frank J. Szelwach, expert buglers, played "To the Colors", while the men and women of Sunnyside Yard stood at attention.

"This flag," Master Mechanic Robert M. Bailey told them, "indicates the pride we have in our country, as well as the pride we have in our yard and our trains, and the pride we have in our safety record."

Hugh J. Martin, assistant superintendent, train movement, said: "I have watched your safety progress during the past 18 months. Your improvement is the pride of the New York Division."

"Safety is a collective team effort. Management has the obligation to provide you with a safe place to work and sound rules for working safely. You have the obligation to follow the rules for your own protection."

The flagpole is adjacent to another landmark, the Willie Wonder display. Willie is a store-window manikin dressed in railroad clothes. He's a constant safety reminder. Above his enclosure are three lights: Green means there have been no accidents, yellow means there has been a minor injury that didn't cause time off, and red means there has been a lost-time injury.

Every few weeks Willie displays a new sign. His latest one says: "We must be doing something right when the blinker shows the green light."

SCHOLARSHIP WINNERS

Continued from Page Five

Robert W. Sumner, son of Robert A. Sumner, Chesapeake Division engineman, will study engineering and science at Drexel Tech.

Joanne Tracey, daughter of the late William T. Tracey, ticket agent, Phila. Div., will study education at West Chester State.

John J. Triffletti, son of Salvatore Triffletti, machinist at Wilmington, Del., will study electrical engineering at the U. of P.

Willard A. Wade, III, son of Willard A., Jr., auditor, Financial Department, will major in chemical engineering at Stevens Tech.

Michael H. Windell, son of Hugh H., Pittsburgh Division trainman, will study aerospace engineering at Rensselaer Polytechnic Inst.

Francis V. Spiecha, son of Stanley W. Speckle, shipper-receiver, Scully, Pa., will take engineering at University of Pittsburgh.

George D. Stanton will take up civil engineering at Lehigh. His father is George E. Stanton, Pittsburgh Div. crew dispatcher.

Frank Stevens, the son of Frank R. Stevens, a brakeman on Pittsburgh Division, plans to take a course in aeronautics at U.C.L.A.
A 100-foot pledge—Employees of the Buffalo Terminal district of the Northern Division last month found themselves apparently headed for a top safety record. So they rigged up this 100-foot scroll and circulated it for signatures of all employees of the district. It reads: "We pledge to do our part to make 1,000,000 man-hours without a disabling injury in the Buffalo Terminal."

Shown displaying the document are men of the Ebenezer (T.F.) Enginehouse.

N&W asks delay for PRR-NYC merger
The Norfolk & Western Railway has filed a petition asking the Interstate Commerce Commission to re-open the Penn-Central merger case and postpone the effective date of the merger. The N&W petition stated that the PRR engaged in a campaign against the proposed merger of the N&W and the C&O, and that the PRR is in a position to interfere with "future corporate actions" of the N&W, and even more so after the merger.

PRR Chairman Stuart T. Saunders declared that "the petition is without foundation and is obviously a delaying tactic. This action is particularly surprising since the Norfolk and Western stockholders voted by an overwhelming majority in favor of the proposed Norfolk and Western-Chesapeake and Ohio merger. The vote speaks for itself as to any alleged influence of the Pennsylvania over the Norfolk and Western."

He added that the N&W petition "is regrettable in view of the complete cooperation given by the Pennsylvania to both the Norfolk and Western and the Chesapeake and Ohio in working out their respective consolidations and in developing three competitively balanced systems in the East."

He pointed out that the N&W's recent consolidation with the Nickel Plate and Wabash railroads might never have taken place if the PRR had not voluntarily accepted the I.C.C.'s condition that the PRR give up all its holdings of N&W stock. The PRR is abiding by this condition and already has committed itself to the sale of about 43 percent of this stock.

Another boost in freight service—The PRR has rebuilt a 6½-mile stretch of track across upstate Delaware, at a cost of $100,000, to establish a new through freight service. It saves a day for shipments between Delmar and Enola, Pa., to connect with trains to and from Detroit, Cincinnati, Chicago, St. Louis and other gateway cities.

Statement on employee protection—Guy W. Knight, PRR vice president, labor relations and personnel, refuted a charge that some maintenance-of-equipment men had been furloughed in anticipation of the merger. A spokesman for Philadelphia Local 2013 of the Transport Workers Union accused the Railroad of adopting a "policy of abolishing jobs for the purpose of avoiding the liabilities of the merger agreement."

Mr. Knight stated that the charges "are misleading and without foundation. "The railroad has no plans to make layoffs of workers referred to by the TWU have no connection with the Penn-Central merger."

Mr. Knight emphasized: "They have been necessary to adapt employment to changes in work requirements at a few local points."

"The Pennsylvania and New York Central agreement with labor unions provides protection in the merged system to employees of both railroads who worked at any time between January 1, 1964, and the date the merged system begins operating. The protection becomes effective only when the merger actually takes place."

This agreement has been hailed by railroad labor leaders as the best ever negotiated in the railroad industry.

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New kind of ribbon ceremony—They're not cutting a ribbon—they're tying two ribbons together.

The occasion was the start of a new service linking buses and PRR trains in the Philadelphia area, under sponsorship of the Southeastern Pennsylvania Transportation Authority (SEPTA). From now on a passenger on a bus can buy a ticket at a Red Arrow bus stop in his neighborhood, ride to any one of 14 points on the PRR's Media or Paoli lines, and there use the same ticket on a train taking him to center-city Philadelphia. On the return trip, a single ticket bought at the PRR station will give him a train ride plus a bus ride back to his home area.

Shown at the ribbon-tying ceremony are A. M. Harris, PRR general manager, transportation; E. W. Bickhart, Pennsylvania Department of Commerce; Abe Rosen, Philadelphia City Representative; G. G. deFuria, SEPTA; M. H. Taylor, Jr., Red Arrow president; L. G. Williams, SEPTA; H. A. McNichol and W. A. Welsh, Delaware County commissioners.

Safest way is the railway—American railroads in 1965 achieved one of their best passenger safety years, making travel by rail more than twice as safe as by any other form of transportation.

Released estimates from Government agencies and other authorities, the Association of American Railroads reported that railroad travel in 1965 was nearly 2½ times as safe as by bus, more than 5 times as safe as by domestic airlines, and 34 times safer than by automobiles.

Based on 1965 averages, a rail traveler could have crossed the continent nearly half a million times without being involved in a fatal accident.

The fatality rates per hundred-million passenger-miles over the past 10 years shows that the railroads have averaged 0.12, as contrasted with 0.17 for buses, 0.42 for domestic air carriers, and 2.4 for autos.

One issue in August—The next issue of The Pennsy will be published September 1.
PLEASE KEEP ME IN MIND

I’ve met a lot of railroad men during recent weeks, and I’m going to meet many more during the coming month. And what I’m asking all of you railroad men is this: After I’ve gone, will you please remember me—and my message?

I can put it in one sentence: When you handle freight, just give it that extra ounce of care that makes all the difference.

In other words, be the Man from C.O.M.C.H., the man who says: Count On Me for Careful Handling.

Because all the shipping world is counting on you. And so am I.