Buffalo District hits 1,000,000

Safety pledge, big campaign feature, is signed by Trainmen N. Worth, Conductor L. T. Farley, Trainmaster R. A. Shaw, Trainmen K. R. Snopek and G. L. Blockman.

Railroaders in the Buffalo Terminal District watched the mercury rise all through the summer and they were very happy about it.

Actually, what they were watching were fiberboard signposts, decorated with symbolic thermometers. As the railroaders went through week after week without a lost-time injury, the "mercury" rose.

Their goal was to reach a record of 1,000,000 man-hours of work without a lost-time injury.

What encouraged the PRR men and women in the Buffalo Terminal District was the fact that they hadn't had a single reportable injury since January 20.

By the beginning of summer, it looked as if a new record for the district was in the making.

That's when the action started. Thermometer signs were constructed and put up at nine key locations.

Dedication ceremonies for these signs were attended by public officials, including Mayor Frank A. Seidita, of Buffalo, N.Y.; Mayor Thaddeus E. Orzeck, of Lackawanna, N.Y.; and Town Supervisor William E. Doering, of West Seneca, N.Y.

Safety committees toured the district, talking to men on all shifts.

A giant scroll was made up—100 feet long—and all of the 890 employees of the district signed a pledge "to do our part to make our 1,000,000 man-hours without a disabling injury in the Buffalo terminal."

David E. Pergrin, former superintendent of the Northern Division and now superintendent of the<br>

Brakeman Tony Shemberda: "Before we step off a car, we look for close clearances, holes or stones that could trip us up."

Chesapeake, returned to his former bailiwick to sign the scroll and help boost the campaign.

Day after day, the steady advance toward the goal was reported by train dispatchers over trainphones and by yardmasters over loudspeaker systems.

Then came Wednesday, July 20. Calculations showed that at 7 P.M., the Buffalo district would reach a figure of 1,000,000 man-hours since the last accident in January.

The men coming to work on July 20 had one thought in mind. As Rochester Brakeman Larry B. Randolph expressed it: "We've got to get through this day okay."

"Let's make this million," added Brakeman Tony Shemberda, "and then we can go for another million."

Stephen A. Kankiewicz, car repairman and union local chairman, carefully put a blue flag in the center of a track to make it fully visible on both sides, and remarked:

"We stress safety every day around here. Mr. Kuzma (Michael P., car shop foreman) stresses it and so do I. We correct any violations we can. You see, we want to preserve our families' peace of mind."

Said Rochester Yardmaster Bob McGrath: "A record like this is something everyone can be proud of—labor and management alike."

The clock ticked on. Engineer Harold A. Spink came along the catwalk of his locomotive, firmly holding on to the handrail—"you never can tell when you might slip." He spoke proudly of the approach of the new record. "I'd like to see the railroad completely accident-free," he said.

Hostler Herbert L. McArthur, carefully climbing down from another locomotive and making sure to keep his feet turned sideways on the ladder, said: "To hit this kind of safety record takes the combined effort of men and management."

At Tifft Street, Yard Clerk Donald P. Bunch remarked, "Even in an office, you've got to watch out for hazards. Like this desk drawer," he said, pushing it shut. "Shouldn't be open. You could trip over it."

At Division headquarters, Superintendent R. C. Ambelang watched the clock hands inch along with frustrating slowness, crawling past minute after minute after minute... Until, finally... 7 P.M.

With a grin, Mr. Ambelang got on the phone and set the Safety Committee members in motion. They headed out for the district's yards and shops to congratulate employees. The committee members stopped at each "thermometer" and affixed a "We Made It" cap. And everybody celebrated with a victory snack of coffee and doughnuts.

"What all this proves," said Assistant Superintendent T. T. Connelly, "is that when you combine the desire to work safely and the cultivation of safe work habits, you can count on results."

To heat up the safety drive, Mayor Sedita of Buffalo addresses PRR men at Tifft Yard.

Car Inspector George F. Mussleh: "Locking a switch to protect men working on a track—it's a necessary precaution."

Tifft Yard men drink a toast (hot coffee) as 1,000,000 man-hour victory is announced.
Miss C. H. sounds the call for a
DAMAGE-FREE
OCTOBER

Miss Careful Handling, a hardy traveler, made a swift tour of the System last month, covering more than 3000 miles of railroad. She visited Columbus and Indianapolis, Cleveland and Akron, Detroit and Toledo, Philadelphia and Altoona. . .

Her mission: To alert all PRR people to the big challenge of October.

This month is traditionally observed on the railroads of America as Careful Car Handling Month. It's the time when railroad people put out an extra intensive effort to eliminate damage in freight handling.

Said Miss Careful Handling: "This is the month when we're out to demonstrate that nobody can handle freight better than we Pennsy people."

"That isn't being boastful. It's just an expression of our confidence in our skill.

"We want to tell the shipping world: For safe shipping . . . ship it on the Pennsy.

"Many PRR men I've met have assured me that they're going to go all out to make this October the best month on record for safe cou-

At Indianapolis she informs shippers about PRR men's pledge: "Give us your business, and we'll give you our best."

"I'm appearing before you in behalf of the thousands of PRR men who handle your shipments in our yards and on our lines, and the men who maintain our tracks and service our rolling stock.

"These men are deeply conscious of the problem of freight damage. They realize there are many factors involved, from the type of packaging and loading, to the quality of handling all the way to the ultimate consumer.

"These Pennsy men want me to tell you that to the limit of their individual responsibilities, they pledge to give you their utmost effort.

"For the safest handling, they say, count on Pennsylvania Railroad men.

"You shippers are the people who pay the freight. You have a right to demand safe handling of your goods. And we have an obligation to provide it.

"Our railroad people are conscious that freight doesn't consist of lifeless commodities. Freight is the work of somebody's hands. Freight represents the labor of those who produced the goods, the efforts of those who sold it, the hopes and

At Grandview Yard, Columbus, she talks to the "Marble Cliff" crew: "Your care will help us put this campaign across."

At 20th Street Shop, Columbus, Ohio, she emphasizes that M.-of-E. men, by their care and skill in maintaining equipment, play a vital role in prevention of freight damage.

anticipations of those who are waiting to receive it.

"In other words, when we talk about freight, we're really talking about people.

"We'll keep that in mind with every shipment you entrust to our care.

"Give us your business . . . and we'll give you our best."

Miss Careful Handling will continue to sound the call for a damage-free October, with lightning visits this month to the New York, Pittsburgh, Chicago and Buckeye Divisions.

"I can't wait to see how our yard impact records will look at the end of this month," she said. "Those will be the best indicator of how well we performed."

Miss C. H. is welcomed to Yard B, Columbus by Brakemen R. P. Hanna, R. P. Hottinger, W. E. Curtis and J. J. Dolan.

Miss C. H. tells employes in office of Buckeye Division superintendent, Columbus: "We're all involved in this drive."


At Conway, Pittsburgh Div., she tells yard and road men about the shippers "who are counting on you for safe delivery."

At 59th Street Yard, Chicago, Operator N. A. Walther shows how a careful control of retarders helps avert damage.

At Philadelphia she addresses Association of Railroad Editors. A dozen rail publications are printing her messages.

At 59th Street Shop, Columbus, Ohio, she highlights that M.-of-E. men, by their care and skill in maintaining equipment, play a vital role in prevention of freight damage.
The young woman was seated on the platform, her eyes closed, her hands resting in her lap. “She is now in a hypnotic state,” the doctor told the audience. “But she is not asleep. She can hear everything that’s going on around her. She cannot be made to do anything she would not do in a waking state.”

She can come out of this trance when she wants to, without my help. “She can increase her depth of relaxation by allowing her hands and arms to rise slowly.”

The young woman’s arms and hands moved up to shoulder level. The doctor went on talking to the audience, discussing the medical uses of hypnosis. He continued for at least 15 minutes, and the woman’s arms did not falter. “Try keeping your arms motionless in the air for just five minutes and see how tired you get. This girl isn’t tired at all. The reason is relaxation.”

When he brought her out of the hypnotic state, the young woman smilingly confirmed that she felt no weariness. The doctor then went on to explain that through hypnosis, a trained physician can help tense, keyed-up patients to relax and relieve internal pressures.

The demonstration was one of the highlights of a two-day seminar held in Philadelphia for the physicians and surgeons who are responsible for employee care all over the System. “This was our opportunity to review and discuss recent advances in medicine and surgery, and to share our experiences in administering the Railroad’s health program,” said Dr. Stanley J. Cyran, PRR medical director.

“We included a demonstration of hypnosis because, although we do not consider it suitable for our type of medical practice, we want to keep abreast of the expanding use of this type of procedure by physicians.”

The two-day meeting was sponsored by the Pennsylvania Railroad and its Association of Physicians and Surgeons. This independent, dues-paying association was founded in 1886, and is one of America’s oldest industrial medical organizations.

The doctor told the audience: “The young woman was seated on the platform, her eyes closed, her hands resting in her lap. “She is now in a hypnotic state,” the doctor told the audience. “But she is not asleep. She can hear everything that’s going on around her. She cannot be made to do anything she would not do in a waking state.”

She can come out of this trance when she wants to, without my help. “She can increase her depth of relaxation by allowing her hands and arms to rise slowly.”

The young woman’s arms and hands moved up to shoulder level. The doctor went on talking to the audience, discussing the medical uses of hypnosis. He continued for at least 15 minutes, and the woman’s arms did not falter. “Try keeping your arms motionless in the air for just five minutes and see how tired you get. This girl isn’t tired at all. The reason is relaxation.”

When he brought her out of the hypnotic state, the young woman smilingly confirmed that she felt no weariness. The doctor then went on to explain that through hypnosis, a trained physician can help tense, keyed-up patients to relax and relieve internal pressures.

The demonstration was one of the highlights of a two-day seminar held in Philadelphia for the physicians and surgeons who are responsible for employee care all over the System. “This was our opportunity to review and discuss recent advances in medicine and surgery, and to share our experiences in administering the Railroad’s health program,” said Dr. Stanley J. Cyran, PRR medical director.

“We included a demonstration of hypnosis because, although we do not consider it suitable for our type of medical practice, we want to keep abreast of the expanding use of this type of procedure by physicians.”

The two-day meeting was sponsored by the Pennsylvania Railroad and its Association of Physicians and Surgeons. This independent, dues-paying association was founded in 1886, and is one of America’s oldest industrial medical organizations.

Dr. Carl E. Ervin of Harrisburg, was elected president of the 450-member association, composed of full-time PRR medical officers, contract medical officers and surgeons, and specialists who serve as consultants. He succeeds Dr. Lemuel A. Lasher, of Erie, Pa.

Among the subjects discussed at the Philadelphia meeting were:

- Evaluation of patients with heart ailments, testing of lung function, diagnosis of lung cancer, injuries of the hand, surgical treatment of blood vessel ailments, relationship of medicine, management and manpower, and space medicine.
- “We don’t expect our railroad to branch out into space travel,” said Dr. Cyran, “but we included this subject on our program because the medical studies of the astronauts could conceivably provide information that might be of value in treating ordinary earth-bound people.”
- The space expert was Dr. George E. Ruff, a psychiatrist of the University of Pennsylvania School of Medicine.
- Dr. Ruff discussed the novel medical problems encountered in space flight. For example, he said, a fighter pilot in a fast jet has difficulty in reacting to forces four or five times the force of gravity, but an astronaut must surmount forces eight or ten times gravity during blast-off.
- Other problems are intense rocket vibration, which causes the internal organs to vibrate; high noise level, and excessive temperature during re-entry, when the surface of the space ship can heat up to 10,000 degrees.

“There are many problems to be solved,” Dr. Ruff said, “because not only are we planning to send men to the moon but we are beginning to plan for Mars and Venus.”

Intent medical observers are Dr. J. D. Thornton, Chicago; Dr. J. F. Johnson, Trenton; Dr. S. L. Winn, Atlantic City.
PRR veterans at Harrisburg enjoy 
A Day in the Sun

People are friendlier than ever—of that Arch M. McGraw is certain. Mr. McGraw is president of the PRR Veteran Employee Association of Harrisburg, and he says he can prove neighborly good cheer is spreading.

The association is a good barometer of PRR friendliness, he says. "Just look at how the club's social functions are growing," he says. "And we're getting more and more members all the time."

Founded in 1904 for employees of 21 years' service or more, the association recently reduced its membership requirement to 15 years' service. The organization now has 870 members and hopes to pass the 1000 mark soon.

Though its activities are primarily social, the association has taken collections for members who are ill or otherwise in need of help. "But I consider our main function is morale-building. We've been good at that. I think our aim is to promote better employee-management relations," Mr. McGraw says.

The association holds at least three social functions a year: a summer picnic or boat ride, a Christmas dinner-dance, and a "ladies night." The photos show last month's picnic at Ranchland, three miles south of Camp Hill, Pa.

Picnickers rode "Swartz Valley Express." It's a steam-driven vehicle built by Paul Swartz, PRR engineman, shown at right, pouring on the coal. His father, Monroe, drives it. Car can do 40 miles per hour.

Clockwise: Engineer J. Rahvov, Cleaner J. L. Shibley, Machinist J. N. Bender, Engineer E. A. Mundis, Machinists J. R. Bender and H. O. Fiery, Conductor K. Arnold. All except Arnold are retired men.

John R. Hughes is a rose grower who has won more prizes than most rose growers have roses.

Mr. Hughes, general foreman at the 30th Street Station mail shed in Philadelphia, has been awarded 9 bronze medals, 6 silver medals, 12 gold medals, 46 trophies and—hold your hat—1728 ribbons. It's gotten so that when he receives a new award, he has to toss away an old one to make room.

And the whole thing started with some bargain rose bushes. "It was back in 1949," says Mr. Hughes. "I saw an newspaper ad offering rose bushes at 26 cents each. How could you lose? I sent away for a dozen."

When the roses bloomed, he cut a dozen, put them in a vase and entered them in the PRR Garden Club's show at 30th Street Station. At lunch time, he dropped by for a look. To his amazement, there was a blue ribbon on his vase.

"That started me, and I haven't been able to stop since," says Mr. Hughes.

Today, on the 60-by-120 foot grounds of his home at Pennsauken, N.J., Mr. Hughes has more than 400 rose bushes, in addition to some dahlias, iris and gladiolus.

He has exhibited as far away from home as Washington, D.C.; East Orange, N.J.; and Hershey, Pa. His top winner is "Show Girl," a medium pink hybrid tea rose, which has been rated as "queen," or best in show, five times.

He is a member of four rose societies, including the National Rose Society of England. This organization has held four shows in the United States, and Mr. Hughes has won medals at three of them.

He has taken correspondence courses at Pennsylvania State University in rose and azalea growing and in control of rose diseases. But you can learn a lot by simply dabbling with roses, he emphasizes.

The hobby is inexpensive, he says—it costs him only about $100 a year. But it takes time, if you're serious about it. He gives his roses about two hours daily, and up to five hours on his days off.

Here are some of his tips:

When planting, put a large amount of peat moss and compost in the hole to help the roots get established fast. Water the hole to wash down the soil and eliminate air pockets.

If you plant in the fall, mound the earth 10 inches high around the bush. Remove this in the spring when growth starts. (But spring is the best planting time for beginners.)

When new growth reaches about a half inch, Mr. Hughes sprays weekly. He mixes his spray with foliar rose feed every other week.

He covers the earth with oak leaves and salt hay to discourage weeds.

John R. Hughes is a rose grower who has won more prizes than most rose growers have roses.

Mr. Hughes uses strong sprays on his rose bushes, so he wears adequate protection.

Mr. Hughes' wife, Dorothy, has been around so long. "She takes care of the interior decorating and I take care of the exterior decorating, so we never argue," he explains.

He hammers a post that holds an aluminum bonnet to shield a likely prize winner.

When he sees a prize rose coming through, he hammers a post that holds an aluminum bonnet to shield a likely prize winner.

When he sees a prize rose coming through, he covers it with oak leaves and salt hay to discourage weeds.

When he sees a prize rose coming through, he covers it with oak leaves and salt hay to discourage weeds.

Characteristics of prize roses, Mr. Hughes explains, include long stems, no-wilt petals, foliage free of disease, large blossoms, rich color.

Mr. Hughes' wife, Dorothy, has been around so long. "She takes care of the interior decorating and I take care of the exterior decorating, so we never argue," he explains.

He covers the earth with oak leaves and salt hay to discourage weeds.

Characteristics of prize roses, Mr. Hughes explains, include long stems, no-wilt petals, foliage free of disease, large blossoms, rich color.
Passenger service: how to strengthen its future

America’s large cities find themselves getting all choked up by automobile traffic. Most of them are trying to meet the problem by building new expressways. But new expressways only attract more automobiles, and the traffic situation seems always to get worse, not better.

Railroad lines, which can handle large numbers of people quickly and efficiently and thus take a burden off the highways, offer an obvious solution.

But most communities are reluctant to spend their money to expand and upgrade railroad service.

The reason is that if they build a highway that fits into the interstate system, they put up only 10 percent of the cost—the Federal Government pays 90 percent.

This financial arrangement does not apply to railroad passenger service.

So naturally the cities and states tend to think of highways first, and mass transportation second.

That’s the problem.

What’s the answer?

A program of balanced Federal aid for various forms of transportation, says Stuart T. Saunders, chairman of the PRR Board of Directors.

Financial aid to public transportation should be modeled after the aid formula used in building the interstate highway system, he urges.

Under a balanced program, he says, airlines would be the mainstay of long-distance travel, while high-speed railroads would share the medium and short-range market with motor carriers.

In a recent speech before the public utility section of the American Bar Association, meeting in Montreal, Mr. Saunders called on railroads to take a new look at their role in furnishing essential modern passenger service.

They must realize, he said, that working with government agencies, the railroads of America can play an essential role in creating a coordinated transportation system for the Nation.

"Railroads must declare their eagerness to become more actively involved with government in this rejuvenation program," Mr. Saunders said.

"We must employ modern research techniques to analyze the passenger market and determine how we can best serve it.

"We must vigorously develop new and improved services, and then marketize them aggressively and skillfully.

"The railroad industry, properly motivated and encouraged, can write an exciting new chapter in high-speed and mass transportation.

"Mr. Saunders said that the railroads will have to correct the impression that they are reluctant to make their full contribution to mass transportation.

"This impression has in part grown out of pessimism and discouragement over cumulative passenger deficits of more than $10 billion in the past 20 years," he said. "This drain has sapped the life blood of our railroads.

"The advent of public assistance and the promise of advanced rail technology combine to provide a rallying point for a new and progressive approach.

"In short, my plea is that governmental officials, the public, the railroads and labor make a fresh appraisal of the entire problem, to the end that the most efficient and economical segment of each mode of transportation can be utilized fully."

Mr. Saunders emphasized in his speech that the Pennsylvania Railroad is definitely interested in preserving and improving passenger business.

"Our goal is to produce faster, more convenient, more comfortable and more efficient passenger service, better suited to the needs of the public," he said.

"We on the Pennsylvania are prepared to work with government agencies on local, state and Federal levels to achieve this objective.

"We regard essential high-speed railroad passenger service as paramount to the public interest, and we believe that it can be developed only through the joint efforts of private enterprise and government."

Mr. Saunders said the transportation problem is too tough for private enterprise to undertake alone and too important to be left to haphazard development, as has been the case in the past.

"We are reaping the whirlwind of this type of approach now, primarily because we have failed to think in terms of coordinated transportation, not only for passengers but also for freight," Mr. Saunders commented.

"As a result, the Nation is wasting billions of dollars on various types of transportation services which in many cases are inefficient, uneconomical and second rate.

"I am convinced that this problem can never be solved until a Federal Department of Transportation is created, and I hope that this will be done at the current session of Congress.

Speaking of the high-speed passenger project now being developed on the PRR’s New York-Washington line in cooperation with the Department of Commerce, Mr. Saunders said the 225-mile route can be upgraded into a passenger railroad as good as or better than the Tokaido line in Japan, for about one-seventh of the $1.6 billion spent by the Japanese.

"The $6 million allocated by the Department of Commerce for the New York-Washington project represents the first significant Government grant in this century for railroad research and development," he said.

"It is small indeed compared with the $8 billion the Federal Government is spending annually on highways.

"Nevertheless, it is a beginning.

"If this pilot project proves successful—and we are confident that it will—it can make an important contribution to the establishment of similar systems in other areas."

Expressways are built to ease city traffic, but they only seem to make the problem worse.
These Scouts get cinders in their hair

Boy Scouts do more than tie knots, rub sticks to make a fire, and help old ladies across the street.

For instance, at Conway Yard, near Pittsburgh, and at Elmira, N.Y., there are Scout units that specialize in learning railroading.

These are Explorer Posts, designed for Scouts of high school age, 14 to 18. Post 114 got underway last year at Elmira; Post 600 started just a few months ago at Conway.

The boys learn about railroad history and traditions, and get a first-hand knowledge of how railroads operate.

"By the time they'll get through, they'll have a pretty good basic knowledge of the business," says Robert A. Rutledge, assistant superintendent at Conway.

"These boys are real hot rail fans," adds Donald W. Pixley, district sales manager at Elmira. "I think we can count on a number of them to apply for jobs on the PRR in a few years."

The Elmira post was brought into being through the enthusiasm of Arthur Linsner, Jr., 16. He had become fascinated with railroading for jobs on the PRR in a few years."

Robert A. Rutledge, assistant superintendent at Conway.

"These are Explorer Posts, designed for Scouts of high school age, 14 to 18. Post 114 got underway last year at Elmira; Post 600 started just a few months ago at Conway."

The boys learn about railroad history and traditions, and get a first-hand knowledge of how railroads operate.

"By the time they'll get through, they'll have a pretty good basic knowledge of the business," says Robert A. Rutledge, assistant superintendent at Conway.

"These boys are real hot rail fans," adds Donald W. Pixley, district sales manager at Elmira. "I think we can count on a number of them to apply for jobs on the PRR in a few years."

The Elmira post was brought into being through the enthusiasm of Arthur Linsner, Jr., 16. He had become fascinated with railroading for jobs on the PRR in a few years."

Robert A. Rutledge, assistant superintendent at Conway.

"These are Explorer Posts, designed for Scouts of high school age, 14 to 18. Post 114 got underway last year at Elmira; Post 600 started just a few months ago at Conway."

The boys learn about railroad history and traditions, and get a first-hand knowledge of how railroads operate.

"By the time they'll get through, they'll have a pretty good basic knowledge of the business," says Robert A. Rutledge, assistant superintendent at Conway.

"These boys are real hot rail fans," adds Donald W. Pixley, district sales manager at Elmira. "I think we can count on a number of them to apply for jobs on the PRR in a few years."

The Elmira post was brought into being through the enthusiasm of Arthur Linsner, Jr., 16. He had become fascinated with railroading for jobs on the PRR in a few years."

Robert A. Rutledge, assistant superintendent at Conway.

"These are Explorer Posts, designed for Scouts of high school age, 14 to 18. Post 114 got underway last year at Elmira; Post 600 started just a few months ago at Conway."

The boys learn about railroad history and traditions, and get a first-hand knowledge of how railroads operate.

"By the time they'll get through, they'll have a pretty good basic knowledge of the business," says Robert A. Rutledge, assistant superintendent at Conway.

"These boys are real hot rail fans," adds Donald W. Pixley, district sales manager at Elmira. "I think we can count on a number of them to apply for jobs on the PRR in a few years."

The Elmira post was brought into being through the enthusiasm of Arthur Linsner, Jr., 16. He had become fascinated with railroading for jobs on the PRR in a few years."

Robert A. Rutledge, assistant superintendent at Conway.
The merger faces a possible delay — A three-judge Federal court issued a temporary restraining order on September 21, postponing the merger of the 
PRR and the New York Central while the court studies the requests of ten railroads for an injunction. They sought the injunction pending their appeal from the Inter-
state Commerce Commission's approval of the merger. The PRR and the Central had planned to put the merger into effect on October 1.
The court's action came two days after the Commission rea-
sulted approval of the merger and dismissed a number of petitions aimed at preventing or delaying merger action.

"We believe that prompt consummation of the merger would be in the public interest," the Interstate Commerce Commission stated.
The Commission said that the merger would create the third of three competitively balanced railroads (the other two being the C&O-B&O and the enlarged Nor-
folk & Western). It declared that a denial of the Penn Central merger would block "a number of major, publicly desirable operating improvements in their service, and the resolution of a number of persistent financial problems."

While authorizing the merger to take place, the I.C.C. also ordered that hearings be held afterward, to consider further the effects upon three Eastern railroads—Erie-
Lackawanna, Delaware & Hudson and Boston & Maine. The three railroads had filed applications with the Federal court to delay the merger. Similar action was taken by C&O, B&O, &N, Reading, Jersey Central, Western Maryland and C&EI.

New high-speed service is planned — Governor William W. Scranton, of Pennsylvania, has an-
ounced a new program to establish high-speed pas-
enger service between Philadelphia and Harrisburg, the State capital, with trains operating almost hourly at planned speeds initially of 90 miles per hour. The $19 mil-
lion program, including upwards of 38 new commuter cars for the Philadelphia area, will be sponsored jointly by the State, the Southeastern Pennsylvania Transportation Au-
thority, the Pennsylvania Railroad and the Federal Government.

"Governor Scranton and the Commonwealth of Penn-
sylvania are to be congratulated on their foresight," stated Fred J. Greenough of PRR. "The Penn-
sylvania Railroad is glad to cooperate with the State and with SEPTA is providing this service, which will connect with the new high-speed passenger operation between New York and Washington we are developing with the United States Department of Commerce.

"Each of these operations will enhance the other when they are all put into effect. The Pennsylvania Rail-

delphia service will make it possible for many additional Pennsylvanians to have quick and easy access to New York, Washington and other cities in between.

"Both of these new services will be based on concepts that have been thoroughly tested for reliability and high-speed performance in Europe and Japan, as well as on the Pennsylvania Railroad. The equipment and techniques being programmed are thoroughly capable of meeting the demands for many years to come.

"Our goal on the Pennsylvania Railroad is to produce faster, more convenient and more comfortable passenger service where there is sufficient demand for such service.

"We believe this can be done only through the joint efforts of private enterprise and government."

We are preparing to work with governmental agencies at all levels to achieve for our growing nation an inte-
rated transportation system that is the best in the world."
October is the month when chrysanthemums bloom, pumpkins ripen, and witches fly across the moon.

To railroaders, it’s also Careful Car Handling Month.

It’s when railroad people all over the United States put out a special effort to give every car of freight perfect, damage-free handling.

Let’s get together and show how this job ought to be done.

Will you join Miss C. H. in this effort? It’s a date!