Holiday Greetings

RAILROAD SANTA
See Page One
"Who needs reindeer?" says PRR Santa

Santa Claus traded in his open sleigh for a brightly decorated PRR rail-highway jeep this year.

But that didn't dim the cheers of thousands of children and adults when Franklin O. Berkhouse stepped into the jeep, adjusted his well-worn red suit and beard and began the traditional Thanksgiving parade through Monongahela, Pa.

Mr. Berkhouse, a PRR engineman working out of Thompson Yard, Pittsburgh, has played Santa to an estimated 150,000 children in the past decade.

He thinks the rail-highway jeep beats the sleigh any time.

"We borrowed the jeep from Shire Oaks Yard and Michael Dzvonik, foreman of track patrol, drove it the seven-mile rail trip to Monongahela," he said. "The kids thought it was a great idea."

At Monongahela, the jeep—which runs on track or highway because it has a double set of retractable wheels—was rolled from the PRR rails and into the parade.

It was the beginning of Mr. Berkhouse's annual tour of hospitals, orphanages and other institutions. Scheduled so far this year are a party at the Salvation Army home for deaf children in Pittsburgh on December 10, and one at the treatment center for crippled children in Punxsutawney the next day.

Donations from railroaders and others help pay for the candies and gifts he distributes. Some institutions obtain the gifts themselves but call him in to distribute them.

"All they have to do is ask me to come," he says, "and I manage to get there.

"I don't think I could enjoy the holiday if I didn't do it."
Test cars show the way toward **HIGH SPEED SERVICE**

A green line did a wiggly dance on a small round screen, as newsmen watched it aboard the moving train.

Other newsmen watched graph paper unroll under ten automatic pens which drew wavy lines in blue and red.

Nearby, twin television screens showed the movement of the pantograph and the wheels. These and other recording devices were in action as four test cars rode the PRR main line between Washington, D.C., and Odenton, Md.

"You're seeing the most elaborate instrumentation ever set up for studying the operation of passenger cars," the riders were told by Cecil G. Muldoon, PRR manager of public relations.

"These studies will give us information necessary in the development of our new high-speed service, which will go into operation between New York and Washington in October, 1967."

More than fifty representatives of newspapers, magazines, radio and TV stations and even the Voice of America were aboard when PRR Engineer James H. Sherwood ran the special four-car train out of Washington Union Station.

The cars were rolling laboratories. They had no passenger seats or other refinements. Instead, they were loaded with $150,000 worth of scientific gadgetry.

The cars were built by the Budd Company. The United States Department of Commerce will pay for the instruments which were installed and operated by men of Melpar, Inc., a subsidiary of Westinghouse Air Brake Company.

In the demonstration run, held on October 20, the cars were restricted to 80 miles per hour. But the following month, the cars began running on a special 21-mile welded-rail test track which the PRR has installed between Trenton and New Brunswick, N.J., and here speeds up to 142 miles per hour have already been tried.

During the demonstration run at Washington, a speaker told the guests that Congress has recognized the inequality of putting millions of dollars into airway and highway research and nothing into improving rail technology, and Congress has now appropriated funds for this development.

"With this stimulation, the railroads will respond very positively, as the Pennsylvania Railroad already is doing," said Dr. Robert E. Nelson, director of the Office of High Speed Ground Transportation in the Department of Commerce.

"The Pennsylvania is making the major part of the contribution to the cost of the demonstration—at least two or three times as large as the Federal Government's."

Dr. Nelson pointed out that in the past, research into passenger train movement has usually considered only one feature at a time. But with the elaborate equipment in these four test cars, he said, "we can measure a good many variables at once, and make a more scientific study than ever before."

Here are some of the factors the instruments will measure as the test cars zoom along at higher and higher speeds:

- Vibration, noise level, vertical bounce, roll and pitch, wheel slipping or sliding, wheel tread temperature, air pressure outside and inside the cars, changing height of the pantograph, any flashes from the trolley wires, variations in track gauge and alignment.

These findings will help guide the Budd Company as it proceeds to design and build 50 cars which are scheduled to begin carrying paying passengers next October.

The 50 cars will cost more than $21 million. The Federal Government is putting up $9.6 million, and the PRR the rest.

"The cars will be the finest in the nation," PRR President Allen J. Greenough has promised.

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

Twenty of the cars will be 76-seat coaches. Twenty others will be 64-seat coaches and will include, in the middle of each car, an electronic snack bar serving soups, sandwiches and other quick-service items.

Ten cars will be parlor cars, each seating 34. Meals will be served on trays at the individual seats.

Among the passenger comforts will be: extra-wide seats, no-draft air conditioning, ashtrays, individually controlled lights, wall-to-wall carpeting, luggage racks, tinted safety-glass windows, and pre-taped station announcements through a public address system.

Though the cars will be able to reach 160 miles per hour, initially the maximum operating speed will be 110. This will cut the running time to 1 hour 15 minutes between New York and Philadelphia; and to less than 3 hours between New York and Washington.

Fastest schedules at present are 1 hour 29 minutes between New York and Philadelphia, and 3 hours 35 minutes between New York and Washington.

The number of daily trains between New York and Washington will increase from the present 66 to 96.

Meanwhile, the PRR is proceeding—at its own expense—with right-of-way improvements needed for the high-speed service.

By the time the new trains are ready to run, PRR people will have laid 227 miles of welded rail, replaced 206,100 crossties, added 210,800 tons of ballast to the roadbed, and strung 507 miles of new heavy trolley wire.

Added safety measures are to be provided at 20 public grade crossings between Newport, Del., and Washington.

Four bridges are to be replaced. High-level platforms are to be built at Washington, Baltimore and Wilmington, Del., to permit passengers to board or leave the trains without having to use steps. Other stations on the route already have high-level platforms.

Dr. Nelson emphasized that what is learned from the test runs and the actual operation of the high-speed service will be of value to other metropolitan areas seeking solutions to transportation problems.
A strong warning against the harmful effects of any substantial delay in the Penn Central merger was sounded last month by Stuart T. Saunders.

The PRR chairman testified at a hearing in Washington, D.C., November 16, before two examiners of the Interstate Commerce Commission.

Mr. Saunders was called as a witness at the request of the Norfolk & Western Railway, which, with several other railroads, is seeking to hold up the merger.

"This merger has been pending before the Commission for almost five years," Mr. Saunders pointed out. "It is only with the greatest difficulty that we have been able to hold this merger together, and I say to you frankly and sincerely that we cannot go on with indefinite delays of this merger."

Mr. Saunders told the examiners, Robert H. Murphy and Henry Whitehouse, that "it is simply impossible to operate these properties in suspense this way. There are so many decisions that have to be made, so many problems we have."

Mr. Saunders called attention to the disturbing affect upon employees who might be reassigned in a merged railroad but do not know when this will take place.

"These railroads simply cannot be operated at anything approaching topnotch efficiency with a cloud of this sort hanging over the future," he said.

A number of improvement projects are being held up because of uncertainty as to whether they will apply to the PRR alone or to a merged railroad, he added, and declared:

"Everywhere we go, we find thecourtsroom and the hearing rooms filled with lawyers and expert witnesses of the Norfolk and Western Railway, all designed to do nothing but delay the merger decision."

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In the years 1961 to 1965, he said, the N&W and the C&O's net income from railroad operations was $45,503,000. But when the fixed charges the PRR must pay are deducted, and the income from non-railroad sources are taken out, the PRR's remaining net income before income taxes was $4,364,000. The New York Central's net was $5,444,000.

The Norfolk & Western net income was $104,637,000. In other words, he said, "the Norfolk & Western's net on this basis was over 25 times that of the Pennsylvania Railroad, and about 20 times that of the New York Central."

Opponents of the merger have called the proposed Penn Central a giant, he said, but actually the N&W and the C&O are the biggest financial giants in the railroad industry.

"And now what does this financial giant propose to do? It proposes to either stop the Eastern railroad merger or to dictate the terms on which the Eastern railroads will be re-structured."

"You talk about giants, but it is the Norfolk & Western that is a giant in this case—a financial giant. If the Penn Central is a giant in any sense of the word, it is a physical giant with few or no teeth. It hasn't got any biting power."

"And for the financial teeth that count."

For example, he said, as of December 31, 1965, the Pennsylvania's working capital actually was below zero—a deficit of $41.5 million. The N&W's working capital was at a plus figure of $49,431,000.

Mr. Saunders also cited figures on the rate of return the PRR and the Central receive on their investment in railroad property, not counting income from non-railroad sources. In 1965, the rate of return of the two railroads combined was only one quarter of 1 percent.

"And for years 1964, '65, '66 and '61," he said, "there was no rate of return—there was a deficit.

"That is compared with the Norfolk and Western's rate of return on the same basis, last year, of 6.13 percent. And for the C&O, it was 5.84."

Mr. Saunders called attention to statements made by merger opponents that the combined Penn Central would be comparable in size to a corporation like General Motors. The fact is, he said, that last year, when the PRR's net income from railroad operations was $44 million, General Motors had net income, after taxes, of more than $2 billion.

The Interstate Commerce Commission gave its approval to the Penn Central merger last April, but a variety of legal proceedings has held up the actual consummation.

Last month's hearing was called by the I.C.C. primarily to consider the merger's effect on three other Eastern roads—the Erie-Lackawanna, Delaware & Hudson and Boston & Maine.

Still on the horizon is a hearing before the United States Supreme Court, scheduled for January 9. The court will hear oral arguments for and against the further postponement of the merger.
PRR people improve handling of fresh fruits and vegetables

In the yellow glare of the noontday sun, a big twin-unit diesel noses out of 55th Street Yard in Chicago with a string of loaded cars and quickly accelerates to 60 miles per hour. It's train AST-4—called by the men who run it "Astronaut Four." It's a hot addition to the PRR's fleet of mile-a-minute freights, and it's setting new high standards in the transportation of fresh fruits and vegetables from the West.

Twenty-one hours after leaving Chicago, the train glides into Enola Yard, near Harrisburg, Pa., and sets off cars for delivery to Baltimore. Then it scoots off again, stopping only for a set-off at Philadelphia, and rolls on to Meadows Yard, in North Jersey, where it delivers its loads for the New York area—less than 30 hours after leaving Chicago.

"That's service," comments Conductor Jack W. Morgan, of the New York Division. "It's a tight schedule, but our people are rolling up a remarkable record of on-time performance," adds Frank H. Hillgartner, manager of perishable traffic sales.

AST-4 is a big, brawny symbol of the PRR's current drive to win more fruit and vegetable traffic, says Mr. Hillgartner.

"We're out to demonstrate that the best way to assure good delivery of these perishable commodities is to ship them on the Pennsy," he says. "For many years, our railroad has lost money in hauling perishables. The costs have simply exceeded the revenue. But during the past year, a variety of changes have at last made it possible to put this business on a paying basis.

"In some instances, the changes will cost the shippers more money, but they have agreed. "In return, we owe the shippers service that is better than ever. "Every time we see a refrigerated car or a refrigerated piggyback trailer on our lines, we should mentally see a sign saying: "The perishable. Keep me moving."

An increasing sense of urgency is apparent all across the System whenever cars of perishables are on the move. You see it in the alert posture of Engineman Ralph Colicho as he gives AST-4 a fast run from Fort Wayne, Ind., to Crestline, Ohio. You see it in the quick action of Car Inspector Carl A. Pilz as he checks the train during its brief stop at Pitscairn, Pa.

You notice precious time being saved at Enola, Pa., where a defective car isn't switched out of the train to the repair track, but instead Car Repairmen George G. Strickler and H. C. Eckenrode drive their repair truck to the car, fix it right in the train, and send it on its way.

And again, at Waverly, N.J., you see Conductor Jim Turk and his runner crew waste no minutes as they hustle the cars to Harsimus Cove for floating across the North River to the produce terminal on Manhattan.

"What all these men are doing," says Mr. Hillgartner, "is to assure that when Mrs. Jones or Mrs. Brown—or your wife or mine—goes to the supermarket or the corner grocery, she'll find the fruits and vegetables she wants—fresh, crisp and unbruised.

"Actually, she's the main person we're working for.
The train delivers cars to Waverly for condition of shipments is checked by floating to Manhattan, then delivers Brakeman George W. Johnson keeps damage prevention in mind as he cuts the cars.

At the controls is Engineman Pete Shilo. Load them for today's sale, not tomorrow's. This is essential, if we're to have orderly marketing.

"The Penn Railroad delivers most cars on schedule, but even if one car is delayed and it's a car we need, we want that car," said Fred Eisenberg, treasurer of Krass-Joseph, Inc. Thomas K. Turner, PRR freight sales manager at New York, replied, "Our aim is to make our schedules—and there have been some recent improvements at Potomac Yard that will help. But if an emergency comes up involving a particular car, let us know—we'll do our best for you."

Transporting a perishable commodity "is the strictest kind of test for any hauler," concludes Mr. Hillgartner.

"As a Pennsy man for more than twenty-eight years, I like to think that we Pennsy people can meet the test better than anybody else."

One day last month, Miss Careful Handling dropped in on the PRR people who shift freight at the Philadelphia Produce Terminal. Here is what she told them:

"I came here today to talk to you about fresh fruits and vegetables.

"Somebody suggested that for today I ought to be called Miss Lemon. Another suggested Miss Jersey Tomato. I didn't go for either of those titles.

"But a nice soul suggested Miss Honeydew. And somebody even nicer nominated me Miss Peach.

"I think I'll leave it to you. Call me anything you like—as long as it suggests careful handling. Because, believe me, these commodities you handle deserve your very best.

"Consider this: Fruits and vegetables are among the very few commodities our railroad carries that can rapidly spoil.

"The shipper and the receiver urgently depend on us to transport these products over our lines carefully and on schedule—and to switch them to the unloading dock promptly.

"If we deliver a car of apples too late for today's sale, the receiver may have to hold it over till tomorrow.

"That means he may not have enough apples to sell today—and tomorrow he may have too many.

"You can't run a business that way.

"So, please—whenever you have cars of perishables, don't let them stand still. Get them to where they're supposed to go—fast.

"Now, another thing we've got to keep uppermost in mind is that fruits and vegetables are fragile. I'm very sympathetic to peaches and cantaloupes and grapes and pears, because I bruise easily, too.

"You men all know that all cars of freight must be switched with care, but I want to emphasize that fruits and vegetables need more than your usual careful handling—they need extra careful handling.

"If you couple a carload of corn and lima beans just a wee bit hard, what do you have? Succotash.

"And a carload of grapes? Grape juice.

"You have to keep this particularly in mind when you come into the produce terminal to switch out empty cars. Among these are cars that are only partly unloaded and which you'll have to put back. You call them part-outs or set-backs.

"Since they aren't as tightly packed and braced as a newly loaded car, the contents can shift. So when you pull out these cars and put them back, remember to give them that extra measure of tender, loving care.

"Lately I've been going around talking to shippers, saying to them in your behalf: 'Give us your freight business, and we'll give you our best.'

"I'm counting on you to back me up. Let's show these customers who entrust perishables to our care that they came to the right place."
Have trouble writing a letter? Meet William J. Cahill... He writes thousands.

To know William J. Cahill is to get a letter from him—often. Now 66, Mr. Cahill began writing letters in a big way 45 years ago and he has never let up. Last year, for example, he mailed out about 2,000 letters and postcards. He expects his production to increase.

“There’s no excuse for not writing more often,” he says. “Up to three years ago, I had an excuse—I was working.”

Mr. Cahill was head clerk at Enola Yard, Harrisburg Division. He retired at the age of 63, because of an eye infection. Now he has ample time to indulge his love of travel and love of communication—two interests which he neatly combines. On an autumn trip to Nova Scotia, for example, he managed to send back 410 postcards to friends and acquaintances.

In his many years of travel, which he estimates have totaled more than 500,000 miles, he has sent back some 30,000 postcards as well as thousands of letters.

To whom does he write? To relatives, friends, former co-workers at the PRR, people he happens to meet and like, and people he reads about who seem to be in need of cheer, sympathy, advice, cheer, encouragement and individual tributes to others,” he explains. “I try to be like the redemptive agent of a good word. I try to give deserved compliments to civic servants, teachers, ministers and others who try to do unusual feats of good in behalf of the community.”

His mammoth output was written in the Harrisburg Evening News and the Catholic Witness. The Religious News Service spread the story, and it was picked up by newspapers in many parts of the country, including the New York Times, which ran a 260-word piece.

One spectacular project of Mr. Cahill’s was an effort to help win the citizens of Kerala to democracy. This province of India was under the control of the Communist Party. In 1959, Mr. Cahill began sending letters and magazines to citizens of Kerala, pointing up the advantages of the democratic system. Many other residents of the Harrisburg area got involved in the project.

In the 1960 election, the Communists lost more than half their seats in the Kerala legislature, and an anti-Communist coalition took control. Letters from correspondents in India said that the postal barrage played a helpful role.

To maintain his heavy correspondence, Mr. Cahill has speeded up his writing to the point where he can complete a 500-word letter, letter-perfect, in less than 20 minutes. He often includes clippings. He regularly reads about 75 magazines, and whenever he comes across an item he believes might interest somebody, he sends it along.

“My aim is to extend good will, cheer, encouragement and individual tributes to others,” he explains. “I try to be like the redemptive agent of a good word. I try to give deserved compliments to civic servants, teachers, ministers and others who try to do unusual feats of good in behalf of the community.”

His project stems from the way he was brought up, he says. “Mother was always having us kids do things for others—I remember being a pallbearer, delivering food baskets and running errands.” Sometimes he confuses his friends by crossing his own tracks. One winter day he took an over-night train to Miami. He sent a bundle of postcards when he arrived, but got on the next train to New York where he mailed another batch.

Mail from both Miami and New York arrived in Harrisburg the same day; and for a long time his friends puzzled over how he could be in both places at the same time.

Mr. Cahill has never kept an account of what his letter-writing costs, but at a guess he says it’s approximately $400 a year.

Whatever the investment, he says, the returns, in terms of satisfaction and happiness for others, is huge.
New annuities for railroaders—On President Johnson’s recent trip to the Far East, he signed a law providing new supplemental annuities for railroad employees. The law, sponsored jointly by the railroad companies and railroad unions, applies to employees retiring on or after July 1, 1966, at age 65 or over and having at least 25 years’ service and a current connection with the railroad industry.

The amounts of the supplemental annuity will range from $45 a month for employees with 25 years’ service, up to $70 a month for those with 30 or more years’ service. However, an employee entitled to receive a railroad’s own pension plan will have this new annuity reduced by an amount equal to the portion of the private pension paid for by company contributions. Employees will not contribute to the cost of the new annuities. The railroad companies will bear the full cost.

The law signed by the President also provides a 7 percent boost in regular annuities for those who did not get such an increase in January 1, 1965. To finance this, railroad companies and employees will pay $4 of 1 percent more in Railroad Retirement taxes beginning January 1, 1967.

The President also signed an amendment providing survivor benefits to railroaders’ children until they reach 22 if they are full-time students. Up to now, benefits for children of deceased railroaders ended at age 18.

Railroading’s big need—The railroad industry has to keep modernizing if it is to meet the competition and to satisfy the public’s requirements, PRR Chairman T. Saunders declares.

Addressing the Association of Shippers Advisory Boards, in Pittsburgh, Mr. Saunders pointed out that the 41,000-mile interstate highway system will be finished by 1972, and “this will bring additional traffic and larger, more powerful trucks to the highways.”

“The air transportation industry is ordering new fleets of jet cargo planes, bidding for high-revenue freight business which railroads can no longer provide,” he said.

“Barge lines have made their own advancements, such as diesel power, radar and larger and faster tows. Pipelines are being adapted to the movement of a great variety of materials.”

Many of the airways, highway and waterway improvements are paid for by Government money, Mr. Saunders pointed out, and to match the improvements in these forms of transportation, railroads need the money they can save through mergers.

“The profits railroads are making now are trivial when compared with those of other industries,” Mr. Saunders declared. “There are a number of large corporations whose net income is far greater than that of all the Class 1 railroads combined.

“Our industry’s rate of return is only about 3.6 percent. If this is not the highest, it is at least 3 percent. The facility is being developed as a major deepwater shipping center for traffic on the St. Lawrence Seaway. Seven railroads, including the PRR, petitioned the Interstate Commerce Commission to be given access to the port. The I.C.C. approved. The New York and the Rock Island then brought suit before a U.S. District Court, and the court directed the I.C.C. to reopen the case. Now the Supreme Court has reversed the District Court and upheld the I.C.C.’s original order.

Unemployment at a 14-year low—The U.S. Railroad Retirement Board reported that in July, the first full month of the 1966-67 benefits year, the number of railroaders receiving benefit payments for unemployment totaled 121,913, the lowest number in 14 years. The main factors behind the decrease, the RRB said, were the stabilization of the railroad work force and the general prosperity, accompanied by a brisk demand for experienced workers.

New passenger cars on the way—Governor Richard J. Allen of New Jersey announced that the Federal Government has agreed to provide $5 million for the purchase of 33 commuter coaches, which will run on PRR lines. The railroad has signed an agreement with the State to maintain commuter service, while the State provides for new cars and other capital improvements.

The PRR carries about 23,000 of the 70,000 riders who commute daily between Jersey points and New York.

New Secretary of Transportation—President Johnson announced that he will nominate Alan S. Boyd to head a new Department of Transportation. He said that Mr. Boyd “has broader experience in the field of transportation than any other individual that I have been able to observe within or without the Federal Government.”

Mr. Boyd, a 44-year-old Democrat from Florida, formerly was chairman of the Civil Aeronautics Board and now is Under Secretary of Commerce.

Keeping your cost of living down.—While prices of almost everything have gone up, the average freight charges on America’s railroads have been reduced for seven straight years, and now are 13 percent below the 1958 level. The reductions mean savings to the railroads’ shippers of nearly $1.1 billion this year alone. The railroads accomplished this by increasing their efficiency through modernization of equipment and facilities, mergers, the elimination of duplicate routes and new customer services such as piggyback and unit trains.

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WHEN EVE ATE THE APPLE...

Eve picked it right in her backyard garden. She had no trouble getting an apple that was fresh and unbruised. No wonder Adam was tempted.

Nowadays, apples and other fruits and vegetables travel thousands of miles to reach the consumer. And we Pennsy railroaders handle thousands of refrigerated carloads and trailers.

Many people depend on us to protect these products from damage and to deliver them quickly — while they’re still fresh.

It’s a big assignment. But I know that nobody can handle it better than the men of the PRR.