WILL THIS VILLAGE
DISAPPEAR UNDER WATER?
See Page Three
Here's the New Award...

...given to Division that does best in car handling

Miss Careful Handling stood in a freight yard in the Philadelphia Division and said to the assembled employees: "We're off and running in the 1967 campaign to prove that nobody can handle freight better and safer than Pennsy people."

"And we think it's time to do a little shouting about the Divisions that are doing the best job in our damage-prevention effort."

"That's the meaning of this new trophy, the Silver Boxcar. It will be presented each month to the Division with the greatest improvement in careful car handling."

"It's a pleasure to present it to the Philadelphia Division for its record in reducing impacts to freight cars and so preventing damage."

She explained that any Division winning the award three times in a row will keep the trophy permanently as testimony to its skill.

Before joining the Philadelphia Division men in a coffee celebration, Miss Careful Handling said: "We held a lot of meetings and did a lot of talking and planning about damage-prevention in 1966.

"How much good did it do?" "Plenty!" "Our Railroad set this goal for 1966: To reduce impacts to freight cars an average of 20 percent."

"Do you know what improvement we actually made? A big 23 percent!" "We can all be proud about that. We're backing up our pledge to the shipping world: 'Give us your business and we'll give you our best.'"

"Let me tell you, all this is making a great impression on our customers. I've been talking to many shippers in various parts of the country, and I've found them very much impressed by our efforts to raise the quality of freight handling."

"This kind of reputation is bound to pay off—in more freight being entrusted to our care, more cars rolling on our rails, and a stronger and more prosperous railroad in which to work."

At the ceremonies, Richard G. Alleman, assistant superintendent, freight transportation, represented Superintendent Frank S. King, who was unable to attend.

Mr. Alleman gave the Philadelphia Division people high praise "for your skill and dedication." He pointed out that they had scored the second highest improvement in car handling on the entire System during the full year 1966.

"To outdistance even that fine record and go on to lead the System in the latest 1967 ratings is an outstanding achievement," he said.

The award of the Silver Boxcar each month is based on the impact records of each Division during the preceding three months. Thus, the award presented in March was for the months of December, 1966, and January and February, 1967.

In February, the award for the preceding three months was presented to the Buckeye Division.

Another kind of "award," the Fractured Freight Trophy, will be given each month to the Division with the least improvement in careful car handling.

The data on which the awards are based come from impact registers attached inside boxcars. The registers print on a moving tape the exact time and the force of any impact received by the car while passing through a yard or on the road.

Eleven of the PRR's 12 Divisions improved in careful car handling during 1966. This report is based on a study of thousands of records made by impact registers, installed in boxcars passing through PRR yards and over PRR lines.

Here are the percentages of improvement by Divisions in 1966, compared with 1965:

<table>
<thead>
<tr>
<th>Division</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buckeye</td>
<td>46%</td>
</tr>
<tr>
<td>Southwestern</td>
<td>63%</td>
</tr>
<tr>
<td>Allegheny</td>
<td>17%</td>
</tr>
<tr>
<td>Pittsburgh</td>
<td>14%</td>
</tr>
<tr>
<td>Chicago</td>
<td>6%</td>
</tr>
<tr>
<td>Harrisburg</td>
<td>5%</td>
</tr>
<tr>
<td>Northern</td>
<td>3%</td>
</tr>
<tr>
<td>Lake (worse)</td>
<td>16%</td>
</tr>
<tr>
<td>System average</td>
<td>23%</td>
</tr>
</tbody>
</table>
Railroaders join crucial battle against the Big Ditch

Railroad people will be deeply affected by the outcome of a battle now being waged in Ohio and Pennsylvania.

The battle will decide the fate of the Big Ditch.

That's the name that has been given to a proposed canal that would link the Ohio River and Lake Erie. Building it will cost more than $1,000,000,000 of taxpayers' money. Other costs over a 50-year period may triple that amount.

Supporters of the canal say it would promote low-cost water transportation and boost prosperity. Opponents say it would disrupt many communities, and would seriously injure a number of industries, including the railroads.

If the canal is built, they estimate, 7500 railroad and dock jobs will disappear.

But the canal will never be built if the communities along the route officially declare they don't want it.

In the words of Congress: "Unless local interests agree to meet the conditions of local cooperation on this project, no construction can be undertaken."

So now crucial decisions are to be made by the States of Ohio and Pennsylvania and the communities along the route of the proposed canal.

These States and communities are being asked by the canal's supporters to pass "resolutions of intent." This means that they will commit themselves to pay all the local costs arising from construction of the canal.

Figures from the Army Corps of Engineers indicate these costs will total more than $250,000,000.

Independent experts estimate $400,000,000.

The exact amount to be assessed against each community has not yet been announced. But the canal's supporters want the communities to declare their agreement now.

"That's like asking you to sign a blank check," declared an official of the Upper Ohio Valley Association, which is spearheading the fight against the canal.

Communities along the Pennsylvania portion of the canal route have generally expressed opposition. The hottest battleground at the moment is in Ohio.

The action taken by officials and citizens in key communities may prove decisive.

The following places are now investigating and debating whether to announce their position on the canal:

- City of Girard
- City of Niles
- Village of McDonald
- Trumbull County
- Ashtabula County

The action these communities take is vitally important, because some other communities have said Yes to the canal. Officials of Youngstown, Warren, Campbell and Struthers have gone on record favoring the project.

PRR people are taking a hand in educating fellow citizens about the canal.

In Ashtabula, Ohio, PRR Fireman Peter J. McCafferty is serving on a fact-finding committee appointed by the county commissioners (see following story).

In Pittsburgh, anti-canal petitions circulated by maintenance-of-equipment employees have garnered hundreds of signatures.

Car Inspector Marion C. Lococo, local chairman of the Transport Workers Union, stated: "We're in dispute with the Railroad on many matters, but we stand beside the Railroad in opposing the canal. We know it would hurt the Railroad and the employees."

Mr. Lococo and Kenneth L. Working, car foreman at Pennsylvania Station, Pittsburgh, formed a Labor-Management team to inform employees of the issue. Together they talked to office and passenger yard people and collected signatures.

Maintenance-of-equipment employees took petitions with them and got the signatures of friends, neighbors and shopkeepers.

The petitions declared that the signers are "unalterably opposed to any further progress of this enormous waste of taxpayers' dollars."

Have your say — now!

If you live in a community that is getting set to take an official stand on the canal, now is the time to tell your local officials how you stand.

Now is the time also to write to your representatives in the State Legislature and your Governor, if you live in Ohio or Pennsylvania; and your Congressman, wherever you live.

If the canal is built, it will seriously affect railroad freight traffic and railroad jobs. Railroaders should speak up now.

New leaflet tells story to taxpayers.

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At Pittsburgh, Clerk Leona Zierski, budget and analysis, signs petition against the canal. Signatures were collected by M. C. Lococo, of T.W.U., and K. L. Working, car foreman.

L. J. Luntz, a clerk in the Regional mechanical office, says No to the canal.
PRR man on the trail of the Ditch

Peter J. McCafferty is a lean six-footer, with black hair—thinning a bit in front—a forceful jaw and a habitually sharp expression.

During World War II, he served on a destroyer escort and saw action in the Mediterranean. Some of his friends think that's how he got that penetrating glance.

At any rate, they agree he's a man who takes a hard look at important issues, reaches a decision and then takes a firm stand...

So it was no surprise to them when Pete McCafferty was appointed to a county committee to look into the proposal to build a canal linking the Ohio River and Lake Erie.

Mr. McCafferty, a PRR locomotive fireman, lives in Ashtabula, Ohio. The proposed canal route would cut clear through Ashtabula County.

Would it help or hurt the area?

The county commissioners decided that the decision, one way or the other, will crucially affect the future of their county. So they appointed a fact-finding committee of 16 citizens with varying viewpoints.

One of the county commissioners, Thomas Nassief, explained why Mr. McCafferty was included: "He has a good background in the community, is considered a leader, and is known to be fair and reliable."

"I'm a railroad man, and I know how the canal would hurt the railroads and railroad employees," said Mr. McCafferty, "but I'm determined to keep an open mind on the question."

"If our county would benefit by the canal, I'd be in favor of it," he adds. "So far, though, I haven't seen anything to convince me that the canal is a good thing.

"Right now I think we need a new county home and a new jail, much more than we need a canal."

Mr. McCafferty, who works on the extra board at Ashtabula, uses his spare time to travel around Ashtabula County and explore the effects of the canal.

"I guess you have to be civic-minded to take on something like this," he says. "I use my own car and pay for the gas myself."

He takes along detailed maps showing the areas that would have to be flooded if the canal were built. He stops, for example, in Rock Creek, a tree-shaded village of 700 people (see photo on cover).

"Would you believe it?" he says—"this whole place will be under water if the canal is built."

"All of these people will have to find some other place to live."

PRR Agent D. R. Kepler and Clerk O. M. Swanson are given facts on the canal.

Mr. McCafferty discusses the canal with Barber Robert DiPofi at his shop in Ashtabula.

Mr. McCafferty drops in on County Auditor George A. Smith, at Jefferson, to discuss the subject.

Mr. Smith points out that Rock Creek is only one of a number of communities that would be flooded out of existence by a huge new reservoir that would be part of the canal system.

"We would lose about 71,000 acres of land," Mr. Smith declares. "That is one seventh of our entire county. That's a tremendous loss of taxable property."

"About 700 people would have to find new homes. Many of them would probably move out of the county. The older people might retire to Florida."

Mr. McCafferty gives canal pamphlets to Yardmaster T. M. Rogers, Clerk P. Voytko.

Wherever Mr. McCafferty goes, he talks to people about the canal. In barber shops and restaurants, at dances and veterans' meetings, in stores and banks, he asks people's opinions and answers their questions.

When he comes home, Mr. McCafferty often finds himself still talking about the canal. His wife, Lillian, asks him about details she can discuss at the women's auxiliary of the Veterans of Foreign Wars.

Son Jerry, 18, who attends a vocational school, also gets information, because the canal is a hot topic of conversation.

Even daughters Bonnie, 8, and Joyce, 11, are primed. They want to make sure their playmates vote the right way.

He studies Ashtabula County tax records.

He talks it over with Democratic City Club: Otis Sandidge, v.p.; E. A. Loeffel, NYC fireman; Gus Kondas; L. W. Vettel, attorney; D. P. Deluciz, city manager.

Mrs. Baker had never bowled before, but she didn't want to turn down a friend.

That was a number of years ago, and she can't remember what her score was in that initial game. But she found she enjoyed the game, and went on playing, and she finished that season with a 148 average—very impressive for a new bowler.

She has continued to bowl ever since, and there are 30 individual or team trophies to attest to her prowess.

She has a high single game score of 256, and a high three-game series of 628.

She currently bowls in two leagues. In the first, her 164 average makes her the highest ranking woman. In the second she averages 170, and ranks 11th in a field of 96 players.

She says bowling is not only a good sport physically but relaxing mentally, too.

"Once I start bowling," she explains, "I'm able to forget about everything else."

Her husband, Donald, is very understanding about her devotion to bowling, she says. Of course, there was the night she sort of lost herself in the sport and was bowling her 21st game when he came into the bowling alley with a grim look.

"I didn't say anything—I just went home with him," Mrs. Baker recalls. "And that's the only time we even came close to having an argument about my bowling."
Why Southwestern people drank a toast*

A saying that’s being heard on the PRR’s Southwestern Division these days is: “When better safety records are made, we’ll make them.”

That’s sort of conceited talk. But perhaps it’s excusable at this time. Southwestern has been named the top Division in the 1966 safety contest sponsored by PRR President Allen J. Greenough.

What’s more, Southwestern had not only the best safety record for the year but also one of the best records in the past 30 years. Its injury rate was 2.67.

In other words, for every million man-hours of work, there were fewer than 3 reportable injuries.

Or, to express it in another way: If you were an average Southwestern Division employee, you could work for 194 years before you’d have your first reportable injury.

“It’s an enviable accomplishment,” said T. T. Connelly, Division superintendent. “You can’t blame our people for bragging a little.”

Coffee and doughnuts at yards and shops helped the Southwestern employes celebrate. Holding a coffee cup, Harry F. Steding, assistant superintendent of motive power, commented: “I’ve worked in many parts of the System, but I haven’t seen a place where the safety spirit surpasses what we see around here.”

“I think you’ll find all the men very enthusiastic about the program,” agreed William K. Ingle, freight superintendent of motive power, commented: “I’ve worked in many parts of the System, but I haven’t seen a place where the safety spirit surpasses what we see around here.”

“Many accidents have been prevented by the emphasis on the proper way to climb off freight cars. He says: “Keeping a firm handhold until you’re sure you have a safe place to stand, and looking out for stones or other obstructions—that can make all the difference between safety and injury.”

And Yard Brakeman William R. Scherer adds another vital element in yard safety—proper braking.

“Know the type of brake you’re using—keep a firm grip—have your feet well braced,” he says.

Francis R. Tapp, engineman at Hawthorne Yard, Indianapolis, emphasizes the importance of “looking both ways before crossing tracks, and clear standing equipment by at least ten feet.”

At Hawthorne Enginehouse, Machinist Clifford T. Van Lear makes it a practice to coil water hoses and electric cords, to keep them from becoming tripping hazards.

At Hawthorne Car Shop, Car Repairman Charles A. Martindale makes sure to check the wheels of a car he’s working on, and to put a wooden block under the jack and a wedge on top.

Working on the track, Ralph A. Jones wears goggles while pulling out a spike, and James W. Beard holds a broom over the spike to deflect any metal fragment.

Marion A. Olmsted, car inspector, makes sure to keep his fingers clear when closing a freight car door—“and I make sure the door is closed tight.”

Dale T. Evans, stores attendant, says: “It’s possible to get hurt even in a safe-looking place like a storeroom. You want to make sure to get a good grip on material you’re handling, especially if it’s greasy.”

All these comments bring a gratified smile to Superintendent Connelly.

“When you’ve got a crew of railroaders as safety-minded as these, you’re bound to have good results,” he says.

Then his face clouds a bit. “I hope this 1966 record doesn’t make us dizzy with success. We still have 1967 to think about.”

Gang Foreman Albert B. Clark, Jr., regularly holds brief safety sessions at Hawthorne Enginehouse, Indianapolis. He says: “A safety rule a day keeps accidents away.”

Car Inspector Marion A. Olmsted, Hawthorne Yard: “Watch fingers at the door jamb and rollers, and close door tight.”

Machinist Frank M. Boyd: “This blue flag is hinged between the rails. Before we start work, we’re sure to put it up.”

Car Repairman C. A. Martindale has a wooden block under his 50-ton air jack, and a wedge between the jack and car.
A safety competition is sponsored each year by PRR President Allen J. Greenough, with monthly reports on the standings of the 12 PRR Divisions and the 5 departments that are rated separately. Here are the standings for the full year 1966:

**Injury Rate**\* Compared with 1965

<table>
<thead>
<tr>
<th>Division</th>
<th>1966</th>
<th>1965</th>
<th>Percent Better or Worse</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwestern Division</td>
<td>2.67</td>
<td>4.56</td>
<td>4 percent better</td>
</tr>
<tr>
<td>Harrisburg Division</td>
<td>4.56</td>
<td>5.00</td>
<td>9 percent better</td>
</tr>
<tr>
<td>Northern Division</td>
<td>6.00</td>
<td>6.08</td>
<td>1 percent worse</td>
</tr>
<tr>
<td>Allegheny Division</td>
<td>7.90</td>
<td>8.15</td>
<td>3 percent worse</td>
</tr>
<tr>
<td>Chesapeake Division</td>
<td>8.15</td>
<td>8.48</td>
<td>4 percent worse</td>
</tr>
<tr>
<td>Pittsburgh Division</td>
<td>8.48</td>
<td>8.75</td>
<td>3 percent worse</td>
</tr>
<tr>
<td>Buckeye Division</td>
<td>8.57</td>
<td>8.75</td>
<td>2 percent worse</td>
</tr>
<tr>
<td>Philadelphia Division</td>
<td>10.63</td>
<td>10.83</td>
<td>2 percent better</td>
</tr>
<tr>
<td>Fort Wayne Division</td>
<td>10.83</td>
<td>11.34</td>
<td>5 percent worse</td>
</tr>
<tr>
<td>New York Division</td>
<td>11.34</td>
<td>12.84</td>
<td>-4 percent worse</td>
</tr>
<tr>
<td>Lake Division</td>
<td>12.84</td>
<td>14.09</td>
<td>-9 percent worse</td>
</tr>
<tr>
<td>Chicago Division</td>
<td>14.09</td>
<td>14.09</td>
<td>0 percent better</td>
</tr>
<tr>
<td>Material Management Dept.</td>
<td>2.77</td>
<td>3.37</td>
<td>23 percent better</td>
</tr>
<tr>
<td>Wilmington Shops</td>
<td>3.37</td>
<td>3.77</td>
<td>12 percent worse</td>
</tr>
<tr>
<td>Heavy Repair Shops (Altoona)</td>
<td>6.83</td>
<td>7.25</td>
<td>6 percent worse</td>
</tr>
<tr>
<td>System M.-of-W. Forces</td>
<td>18.25</td>
<td>18.75</td>
<td>3 percent worse</td>
</tr>
<tr>
<td>Dining Car Department</td>
<td>30.74</td>
<td>39.74</td>
<td>30 percent better</td>
</tr>
<tr>
<td>PRR System Average</td>
<td>8.32</td>
<td>14.09</td>
<td>43 percent better</td>
</tr>
</tbody>
</table>

\*Injury rate means the number of reportable injuries for each million man-hours of work. A reportable injury is one that disables the employee for more than 24 hours.

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**Father of the Bride and other Stories**

The father of the bride was, to put it mildly, frantic.

The wedding was all set for Saturday in Philadelphia, but the groom was in Chicago, caught in a record snowstorm. He was supposed to take PRR No. 48, The General. Would he arrive in time?

The father, Irving H. Sternfeld, of Eufala, Alabama, to Boston. During this trying period, you were of invaluable assistance to us in ascertaining vital information relative to the day-to-day movement of some nine freight cars.

Charles E. Dunleavy, Jr., office manager of the PRR sales office in Boston, was commended for the "aid and constructive advice" he gave the Boston School Committee.

"For many weeks," wrote Anthony L. Galeota, chief structural engineer of the School Committee, "this office has been concerned with the transportation of portable school buildings from Eufala, Alabama, to Boston. During this trying period, you were of invaluable assistance to us in ascertaining vital information relative to the day-to-day movement of some nine freight cars."

From Admiral David L. McDonald, United States Chief of Naval Operations, came a letter of commendation for Melvin P. Moffett, sales representative at Washington. The Admiral and his party rode the PRR's special car, the Queen Mary, to attend the Army-Navy football game at Philadelphia. Admiral McDonald thanked Mr. Moffett for "your courteous and helpful assistance throughout the day," and added the "thanks of each of my guests for making our journey on the Queen Mary a most pleasant and memorable occasion."

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**Claude Alphin and the holiday spirit**

The way the residents of Ridley Park, Pa., became aware that Christmas is coming is by hearing carols at the PRR station. Beginning two weeks before Christmas, commuters waiting for the trains to Philadelphia are serenaded each morning by choristers from the borough schools. This has been going on for ten years, and Ridley Park commuters now would feel that the holiday had lost something special if the carolers ever failed to appear.

The man who conceived this community enterprise and serves as "producer" each year is Claude M. Alphin, the PRR passenger agent. And recently the Borough Council honored him with a formal resolution of praise.

The Council expressed its appreciation to Mr. Alphin and the choral groups "for the time and efforts so capably and unselfishly rendered." Adding praises were many of the borough's businessmen, who each year sponsor another of Mr. Alphin's roles: Santa Claus.

A few days before Christmas, he arrives on the train from his home in Wilmington, Del., in traditional red suit and white beard. The Ridley Park fire department drives him around town. He passes out candy and comic books to children on the streets, then pays a call on young patients at a local hospital.

Boxes of candy are contributed for Mr. Alphin's activities by the local chapter of the Mutual Beneficial Association of Pennsylvania Railroad Employees.

Says Mr. Alphin: "It's a privilege to be able to involve myself and the Pennsylvania Railroad in these warm and moving community activities."
Dirty diesel? Take it to the locomotive laundry

To Anthony P. Ruscio, the most illogical scene he can imagine is a locomotive standing still. “It’s motive power—it’s supposed to be moving, pulling cars,” he says. “That’s the only reason it was built.”

He’s constantly conscious of the many cars being loaded by shippers who want their freight to start moving right away—or they’ll get somebody else to move it.

That’s why, as motive power foreman at Camden, N.J., Mr. Ruscio always stressed to his men the importance of servicing locomotives promptly and getting them back on the road.

“Our people have always done a good job—while looking for ways to do it better,” he says.

One part of the job that called for particular study was washing the engine block—the inside of a diesel locomotive.

This needs periodic cleaning to remove oil and dirt, so as to prevent any fire hazard.

“In usual practice, this means that after you put fuel and sand into a locomotive,” Mr. Ruscio explained, “you move it to another spot for washing by means of hand-held hoses or spray guns. This operation can tie up a diesel for several hours, when it may be needed for switching freight cars.

“We got to wondering if we could develop a way of washing a diesel at the same time as it’s being fueled and sanded. We started trying out various ideas.”

Paul P. Roberts, assistant engine-house foreman, got into the act. So did Ed Biel, a PRR electrician; and Nick Marrocco, a pipefitter.

The result is that today Camden has an engine washing system that is attracting attention throughout the railroad industry and is scheduled to be written up in Railway Age magazine.

Inside each switching locomotive that is serviced at Pavonia Yard, the PRR maintenance-of-equipment men have installed a network of pipes and shower heads. This is a permanent fixture.

At the fueling station, they erect a tank for detergent, together with a pump, hose and timing mechanism.

Now, just the way a motorist has his windshield cleaned while he’s getting gas, a diesel is given an inside washing while it’s taking on fuel.

A maintenance man simply couples a hose to an intake on the locomotive and flips a switch. Detergent surges into the pipes installed inside the locomotive and sprays out all over the engine block. After half a minute, this automatically shuts off, and rinse water is pumped in for three minutes. That’s the whole job.

Since this is done while the engine is running, the engine is dried by its own heat.

Meanwhile, the fuel oil and sand are being put in, and in a short time the locomotive is ready to roll.

There’s a big safety factor in this new method, Mr. Ruscio said.

“When we do this job in cold weather,” he explained, “the engine doors can be kept closed, so there’s no icing, no danger of slipping.”

Development of the new washer is a prime example of PRR men’s knack for experimenting and improving, said Mr. Ruscio (who recently was assigned to Samuel Rea Shop as assistant superintendent).

“Nick Marrocco tried out all kinds of arrangements for the pipework—he even brought in his garden hose and experimented with that,” Mr. Ruscio said. “Ed Biel worked with a makeshift timer, and Paul Roberts

Penn Station display is the world’s biggest

It’s like the color slides you make with your Brownie camera, only bigger.

In fact, it’s 100 feet wide and 10 feet high, making it the world’s largest indoor advertising display.

This spectacular color transparency was installed recently in Penn Station, New York, by the Textile Department of the Du Pont Company.

It’s situated above the new ticket counter, and faces the escalators in the circular concourse area of the new station. Incoming passengers get a breathtaking panoramic view. This is said to be the first time an architect has specifically included a major display area in the design of a passenger terminal.

The transparency, lighted from the back, carries a holiday fashion theme, featuring garments made with Dacron polyester. According to the tentative schedule, the picture will be changed every two months.

The new Penn Station will have air conditioning, seven quick-moving escalators, sound-absorbing ceilings and recessed fluorescent lights. The station will be the key traffic location in the Penn Plaza complex of buildings. The daily passenger and pedestrian traffic within direct view of the giant new advertising display is expected to be close to 100,000.
OPENLINE REPORTS FROM ALL OVER

Boosting Baltimore—Rail traffic to the Baltimore area is being promoted by a number of PRR improvement projects. A railroad coal pier has been upgraded so it can handle 100-ton hopper cars. The PRR grain elevator has been improved with the installation of three new driers. Plans are being studied to develop Pier 5 in an area formerly used for bulk and general cargo, at a cost of $5 million or more.

PRR Chairman Stuart T. Saunders told Baltimore civic and business leaders about these and other developments during a luncheon to introduce the new PRR vice president-Baltimore, John E. Chubb.

Mr. Saunders also reported on the success of PRR industrial parks, one north and one south of Baltimore. Two major industrial parks, one north and one south of Baltimore.

Protection for New Haven employes—Unions representing more than 98 percent of the unionized employes of the New Haven Railroad have signed employe protection agreements, which are to go into effect when the New Haven is included in the merged Penn Central Railroad.

"The coverage is the same as that provided by the merger protective agreement for Pennsylvania Railroad and New York Central Railroad employes," Ray W. Knoblauch, PRR vice president, labor relations and personnel, told the Interstate Commerce Commission.

The agreements basically provide that present employes will not be removed from the payroll as a result of the merger. They will retain employment until retirement, resignation or other form of attrition.

Hearings on Buffalo trains—The Interstate Commerce Commission continued hearings last month on the PRR proposal to discontinue two daypassenger trains between Buffalo, N. Y., and Baltimore, Md.—No. 570 southbound and 571 northbound. Hearings have been held in Harrisburg and Williamsport, Pa.; Olean and Buffalo, N. Y.; and Washington, D. C. Representatives of communities and rail brotherhoods contended that the two trains provided necessary service. Representatives of the Pennsylvania Railroad produced figures to support their contention that the traveling public has deserted the trains in favor of auto or bus air travel.

During a recent study, an average of only 16 paying passengers boarded Train 571 at Baltimore, 7 at Harrisburg, 1 at Williamsport, 1 or 2 at Lock Haven, 2 at Olean, and an average of less than 1 at York, Sunbury, Renoivo and Emporium. The daily average of paying passengers who get off trains at these points, however, was only 31.

The average on southbound No. 570 was 36.

Another important factor is that the Post Office Department last October removed the railroad post office cars from these trains.

PRR witnesses pointed out that two overnight trains on the same route will continue to provide service.

The proposed discontinuance of Nos. 570 and 571 is in line with the PRR policy to withdraw trains that have lost their patronage and to concentrate on building up passenger service where there is a growth potential.

S.T.S. on government committee—The PRR board chairman, Stuart T. Saunders, has been named chairman of the Balance of Payments Advisory Committee. The appointment was announced by Acting Secretary of Commerce Alexander B. Trowbridge.

"Balance of payments" refers to the ratio between the total sales made by Americans in foreign countries and the amount foreigners spend on purchases from foreign countries. In recent years, America's international purchases have been higher, and this has caused a flow of gold from foreign countries.

America's businessmen have been asked by the government to put voluntary restraints on the volume of their purchases and investments abroad, and to curb the outflow of gold. The committee headed by Mr. Saunders will advise the Department of Commerce on the conduct of this program of voluntary cooperation.

Church on rails—Ash Wednesday services were held on a PRR train carrying commuters from Jersey Shore communities to New York. Reverend Richard A. Weeden, pastor of the Cross of Glory Lutheran Church in Matawan, N. J., conducted the services in the first car of a 18-car morning train. About 25 passengers, most of them from his church, joined in the hymns and responsive reading. Rev. Weeden commented: "Life is similar to a railroad trip. There's a beginning and an end, with stops in between." He hopes to conduct another commuter service on Ascension Day, May 4.

Route changes at Pittsburgh—East-West passenger train movements are now being handled on the north side of the Pittsburgh passenger station. Trains to and from Columbus, Indianapolis and St. Louis, which formerly ran along the south side of the station and across the Monongahela River, now use the same route as Chicago trains and cross the Allegheny River.

The change went into effect February 19, to enable work to begin on Penn Central Park, a major project for renewal of a blighted area of Pittsburgh.

New PRR golf tournament—A committee of golfers is planning the first annual Keystone Invitational Golf Tournament, to take place at the Center Square Country Club, near Philadelphia, on May 12. Scores will be by the handicap system, so even duffers will have a chance for prizes. For information, contact Ed Garton, Office of PRR Manager of Revenue Accounting. Division E, 6th Floor, 3175 Pennsylvania Boulevard, Phila., Pa. 19104.

Hauling new autos to market—America’s railroads expect to transport half of all the new automobiles produced this year, taking them on rack cars from the auto assembly plants to sales centers all over the nation. This will be an enormous increase since 1960, when the first rack cars were put into rail service. In 1960, the railroads hauled less than 10 percent of the new autos; the rest were moved by highway truck-trailers. In 1965, the railroads hauled 40 percent; and in 1966, 46 percent, or 4,720,000 autos.

The Association of American Railroads said the increasing business is due to the railroads’ steadily expanding fleet of rack cars, which now total 16,912, and to the low rates made possible by high-volume rail movements.

A look ahead—Railroads are going to continue their upsurge of the past five years in the hauling of freight, predicts Alan S. Boyd, the new U. S. Secretary of Transportation. In regard to passenger business, Mr. Boyd said he does not “see a future” in long-haul service, on routes in excess of 250 miles. But business prospects are good, he said, for shorter runs between major cities.

"The Pennsy recently printed a photo which was said to depict the construction of an ‘H-34C hopper car.’ H-34 is a covered hopper designation. Ever since this photo appeared, I have been receiving inquiries as to what the new covered hoppers would come out. What the photo actually showed was an H-43C, an open hopper car. I'm afraid your printer transposed the letters."—F. A. Formichella, supervisor of car distribution, Phila., Pa.

Thanks for the correction. It wasn't the printer who goofed, it was the editor.—J.S.

"I am a much interested reader of each issue of The Pennsy. In the first issue of 1967, my attention was especially caught by the article on the renovation of the six miles of track from Porter to Newark, Del., with a consequent saving of one day to and from the West. The writer is thoroughly familiar with the physical characteristics and the operation. I retired in 1968, with 53 years and 8 months of continuous service in what I term the greatest industry ever developed, for pushing back the frontiers westward, and creating the growth and progress of these United States"—Caleb R. Magee, Washington, D.C.

"I am inquiring about chances of getting copies of your magazine. I work for the Ohio Dept. of Highways. I have seen some copies and am interested in railroads. I think you have a good magazine and have some interesting stories. If there is a charge, let me know and I will send you the price."—Paul E. Hunt, Springboro, O.

Non-enums may subscribe to The Pennsy at a charge of $2 for two years. They receive six issues per year: Jan. 1, March 1, May 1, July 1, Sept. 1, and Nov. 1.

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He's forgotten to give himself at least 10 feet clearance—and to watch out if anything is moving on the next tracks.

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