THREE O'CLOCK IN THE MORNING
See Page Four
Railroad Starts Tuition Aid Plan
BACK TO SCHOOL WITH PRR HELP

The long, lean, blue-eyed fellow at the right is Richard C. Davis, a secretary at PRR System Offices.

What’s he doing with an armload of books on the campus of the University of Pennsylvania?

He’s gone back to school—with PRR financial assistance.

Dick Davis has applied and been approved for the PRR’s new Tuition Aid Plan.

Under this plan, the Railroad will pay up to $300 in any 12-month period for the tuition cost of courses taken on the employee’s own time.

The courses must be aimed at improving the employee’s competence in his present job or help prepare him for positions of greater responsibility.

The Company wants to encourage employees to pursue programs of self-improvement, to better equip them for their role in the railroad of tomorrow.

“There are two big pressures affecting our industry—and, in fact, every other industry today,” says John S. Stewart, manager of employee development, at PRR System headquarters.

“The first is the increasingly intense competition. The second is the rapid change in methods and machines.”

“Any company with an eye on the future can afford to be content with yesterday’s ways of doing things. Unless a company keeps pace with the challenges of competition and change, it will wind up a has-been.”

“This means that the Pennsylvania Railroad has to do a better job of railroading than ever before.”

“That is why training, on or off the job, is so important.”

“We’re happy to be in a position to assist qualified employees in obtaining training that will help them and help the railroad.”

Dick Davis, one of the first to be accepted in the Tuition Aid Plan, is taking a course in accounting. His aim is to go on to an associate degree in business administration and prepare himself to become an office manager or administrative assistant on the Railroad.

Dick is one of 40 PRR employees who have already been approved for tuition aid. Some other typical examples appear on this page.

TUITION AID—HOW IT WORKS

TO BE ELIGIBLE, you must be a full-time PRR employee; have at least one year’s continuous service on the PRR; have a high school diploma or equivalent; and must be considered as having potential for growth in the Company.

YOU MAY ATTEND any accredited college or university; certain technical institutes recognized by professional societies, such as the American Society of Mechanical Engineers; schools conducted by professional associations, such as the Academy of Advanced Traffic; vocational or trade schools recognized by city or state departments of education.

THE COURSES YOU CHOOSE must be taken on your own time, must not conflict with your railroad duties, and must be directly related to your present position or a possible future position. Not approved for Tuition Aid are seminars, courses taken to brush up on clerical skills, or audit courses in which the student receives no course credit.

TO APPLY for Tuition Aid or to obtain a pamphlet giving the details, contact your supervisor or the nearest PRR Personnel office.

Ronald Radke, assistant examiner of personnel at Cleveland, O., has been approved for a course in English composition at Cuyahoga Community College.

“Writing reports and local agreements is one of the main duties of my job,” he says, “and it’s important to learn to write concisely and clearly.”

Mr. Radke has four children, two of school age, and they voiced surprise and amusement to see their father going back to school, he says. “I told them it’s never too late.”

Joseph L. Pollard is a service specialist in the Transportation Information Center, Philadelphia. Through previous college courses, he has 46 credits toward a bachelor of science degree in business administration.

Now, under the PRR Tuition Aid Plan, he’s taking a course in economics. At the same time, he’s working toward a lieutenant’s commission in the National Guard.

Mr. Pollard, who came to the PRR in 1963, hopes to advance in the Traffic Department.

Ronald Radke

Darrell E. Meyer is a machinist apprentice in the Juniata Locomotive Shops. He has been approved under the PRR Tuition Aid Plan to take night courses in mathematics and drafting at the Altoona center of Pennsylvania State University.

“This is part of a three-year course in machine and tool design.

“I started last September, at my own expense,” he says, “and I already have learned things that help in my PRR job.”

He’s shown here at work in the Locomotive Shop. He assists two machinists.

Darrell E. Meyer

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Alfonso J. DiGregorio, Jr., a clerk in the Legal Department, is taking courses in accounting principles and money and credit in the evening division of the University of Pennsylvania Wharton School.

“They give a tremendous amount of homework,” he says. “I start it each night after my two children, Lisa, 4, and Stephen, 3, go to bed. And I go at it again on weekend afternoons, when they nap. I’m lucky that they both still nap.”

Alfonso J. DiGregorio, Jr.

John P. Sonnelitter, lead clerk in the transportation office at Buffalo, N. Y., has been approved to take a course in economics in the evening department of the University of Buffalo.

Prior to this, he had been going to college, part-time, on his own. The economics course, he explains, is required for an associate degree in traffic and transportation.

“My going back to school has impressed my five children,” he says. “When I get out my books to study, I see them all scurrying around and getting theirs.”

John P. Sonnelitter

Joan F. Edwards, secretary in the Labor Relations and Personnel Department at Philadelphia, is taking English composition at St. Joseph’s College under the PRR Tuition Aid Plan.

“This will help train me to do research and write reports in my department,” she says.

Joan started at St. Joseph’s last year at her own expense, and has nine credits toward an associate degree.

She attends school one night a week—“but I have homework almost every other night.”

Joan F. Edwards
Four-year-old Elaine Langdon was walking blithely on a PRR trestle at Olean, N.Y., on her way to join her father who was fishing in Olean Creek.

She didn’t notice the approaching train.

Engineman William C. Bowes, in the cab of Freight Train BF-3, frantically sounded his diesel horn.

Elaine stopped between the rails, too frightened to move.

Engineman Bowes threw his brakes into emergency, but he knew the train couldn’t possibly stop before it reached the girl.

And then 18-year-old Eddie Woodruff came running.

His dash across the trestle directly toward the locomotive and his rescue of the girl, inches away from death, were recounted recently at PRR headquarters in Buffalo, N.Y.

There Eddie was awarded the bronze medal of the Carnegie Hero Fund Commission and $500.

Previously Eddie had been honored by the PRR at a testimonial dinner and given a $100 U.S. Bond.

In presenting the Carnegie award, Richard C. Ambelang, superintendent of the PRR’s Northern Division, read the inscription on the reverse side of the medal. It was the Biblical verse: “Greater love hath no man than this, that a man lay down his life for his friends.”

“This is what you did,” Mr. Ambelang told Eddie Woodruff. “You fortunately did not lose your life, but you did risk it, and to an extraordinary degree, in saving the life of Elaine Langdon.”

Eddie, now a junior at Olean High School, vividly recalled the sunlit morning of June 20, 1965, when the incident occurred.

“Trent, a nonchalant sort of fellow who plays bass guitar with a group known as The Rebels, feels that more than enough fuss has been made over the incident.

Engineman Bowes spoke what could serve as the final comment. ‘The kid has the kind of guts that few people have and fewer people ever have occasion to use.’

Andrew Carnegie was a Pennsylvania Railroad man who started his working life earning $1.20 a week and finished with a fortune of $500,000,000.

Before he died, in 1919, he had given 95 percent of his fortune away to a wide variety of philanthropies.

One was the Carnegie Hero Fund.

The idea for such a benefaction came to him one day in 1904. He was present at a mine explosion near Pittsburgh, and saw a miner enter the smoldering shaft to rescue his trapped fellows and lose his life in the attempt.

Carnegie reflected on how lightly the world passes over brave deeds, even when the action brings injury to the hero or poverty to his dependents.

Soon afterward, he established the Carnegie Hero Fund Commission, with assets of $5 million. Its purpose was to give medals and cash awards to those who risk their lives to save others, or to their dependents, the hero loses his life.

During the Fund’s 63 years of existence, it has made 5140 awards.

The recipients were chosen out of 49,367 cases brought to the Commission’s attention.

Carnegie’s concern for other human needs was the dominant theme of his life.

Born in Scotland in 1835, he came to the United States with his family when he was 10. They settled at Allegheny City, Pa.

His ambition was to earn $25 a month, the sum he believed would “keep the family from want.”

But his first job, as a bobbin boy in a cotton factory, brought him only $1.20 a week.

The boy’s alertness and energy won him a promotion to the engine room; his penmanship got him a chance as a clerk. Then he became a telegraph messenger boy, and took an operator, he reached his goal of $25 a month.

A frequent user of the telegraph services was Colonel Thomas A. Scott, superintendent of the PRR’s Pittsburgh Division (and later PRR president). Young Carnegie impressed him, and Scott hired the youth, then 18, as his clerk and telegraph operator, at $35 a month.

Carnegie went up the promotion ladder, and became superintendent of the Pittsburgh Division when he was only 24.

When the Civil War began, Colonel Scott was appointed Assistant Secretary of War, and he put Carnegie in charge of the Eastern military railroads and telegraph lines.

Carnegie had the traditional Scotsman’s instinct for saving money and making canny investments.

The Civil War era was when railroads began to change from wooden bridges to iron. He used his savings to become a partner in a newly formed bridge company.

Then he and his associates decided to produce their own metal, and established the Union Iron Mills.

By 1865, he had left the Pennsylvania Railroad to devote full time to his business interests.

From then on, he added plant to plant and became America’s greatest steelman. In 1901, his holdings, worth $500,000,000, were merged into the U.S. Steel Corporation.

Carnegie then retired from business, and devoted his remaining years to disposing of his money in the wisest ways possible.

“Surplus wealth is a sacred trust to be administered for the highest good of the people,” he said.

His money created the Carnegie Institute of Technology, at Pittsburgh; the Carnegie Institution at Washington, a scientific research organization; the Carnegie Endowment for International Peace, and the Carnegie Foundation for the Advancement of Teaching. He also gave many millions for such varied projects as the headquarters building of the Pan-American Union, in Washington; the Peace Temple at the Hague, Holland; and—perhaps his proudest gift—more than 3000 library buildings in cities and towns across the Nation.
Why millions of books will travel PRR

Karl L. Shetler, talking on the phone from New York, said to the shipper, "I have something I think will interest you when you ship books by trailer.

"Our railroad has just put in some new TrucTrain rates. I'm pretty sure we can save you money."

"Come up and see me," said Herbert J. Cohen, business manager of American Education Publications, Inc., located at Middletown, Conn.

Karl Shetler, a tall, slim, blondish man, took the next train north.

He sat down with Mr. Cohen and other officials of this firm, one of the largest publishers of textbooks. After he finished his presentation and answered questions, they agreed to make a trial shipment of two trailer loads by PRR TrucTrain.

"They were highly pleased with the service performed by our PRR people," reported Mr. Shetler. "The two trailers were delivered on schedule and in perfect shape. And the shipper saved $325.11, compared with his previous costs by highway truck."

That was last November. Since then, there have been many more trailer loads. And recently Mr. Cohen wrote to the PRR:

"I estimate the annual savings will be in excess of $40,000 for 1967."

"In addition, books are handled expeditiously and with care."

Mr. Cohen added some words of praise for Mr. Shetler, the PRR's TrucTrain sales manager in an area comprising North Jersey, New York and New England.

"He supplied me with a great deal of very valuable information," Mr. Cohen wrote. "He coordinated with my various manufacturers, arranged and expedited shipments, and overall did a superb job in representing your Company and in assisting me to perform my job here."

Mr. Shetler, who started work in the PRR Sales Department 26 years ago as a mail clerk, says the publishing industry is a big, exciting field for expansion of PRR TrucTrain business.

"Many millions of books pour off the presses in New York City and the surrounding area," he says, "and we PRR people believe we can provide the most efficient and economical method of shipping them."

When the wrestler went wild

Winko (left), gang foreman-wrecker-master at Hawthorne Car Shop, Indianapolis, Ind. "I jumped in there like a fool and did what I could."

His action so impressed a State athletic commissioner, sitting at ringside, that he promptly invited Mr. Winko to accept a license as referee.

That was 14 years ago. Mr. Winko has been refereeing wrestling matches in his spare time ever since.

During the years when wrestling was big on television, he refereed bouts one or two evenings a week. Currently he averages one bout every two weeks. He is paid from $25 to $150, depending on the importance of the event and the size of the crowd.

Mr. Winko is 6 feet 2½ inches and weighs 220, so he usually can hold his own with the wrestlers. But even so, things do get out of hand once in a while.

The most unpredictable performer he recalls was a very big man with a very short temper.

"This character was wrestling a Japanese and somehow got out," he says. "The sight of his own blood seemed to drive him wild. Both men wound up outside the ring, and a chair crashed over the Japanese wrestler's head. It took 20 stitches to close the gash. I disqualified both of them."

Suppose you were at an arena, watching two wrestlers knock each other around, and then they got uncontrollably vicious and the referee yelled for help.

What would you do?

What Robert W. Winko did was to leap into the ring and help the referee separate the bruisers.

"I just didn't think," says Mr.
Serving the complex perishables trade:
Oranges, apples, and Big Charley

Here's how it is each day:
At 2:45 A.M., Louie the Cabby drives up to the entrance of a small hotel on West 23rd Street, New York, and parks his cab. He unfolds his copy of the Daily News and starts reading up on yesterday's sports events.
At 2:50 A.M., Big Charley comes out of the hotel. He wears a topcoat but no hat. He pauses to light a cigarette—"my main vice," he says. Then he enters the building. It's 3 A.M. Time to start work. Big Charley—6 feet 4 and 285 pounds—is Charles Leighton. He's the PRR supervisor of perishable traffic in the New York area.
He arrives for work at 3 A.M. because that's when activity begins inside the huge covered pier, which the PRR leases from the City. Spread over an area as big as a football field are thousands of boxes of fruit, and prospective buyers arrive long before daylight to examine the samples and decide what they'll bid for at the big auction that takes place later in the morning.

The fruit is delivered by train from the South, the Southwest and the North River to Manhattan by PRR tugmen.
"PRR people deliver a large proportion of all the fresh fruits and vegetables consumed in the New York area," says Mr. Leighton. "It's a tremendous responsibility. These products are called perishables for a good reason: They spoil. They've got to be kept rolling to their destination. They've got to be kept refrigerated in summer and protected from freezing in winter. And they've got to be handled without bruising."

"PRR people are doing a better job of handling perishables than ever before, particularly with new trains like AST-4, from Chicago to the East, and the use of refrigerated trailers in TrucTrain service."
The first thing Mr. Leighton does when he gets to his second-floor office at the pier is to start work on "his boards."
What this means is that he goes over the passing reports that have come in by teletype, and picks out the cars and trailers of fruits and vegetables en route to the New York area. He lists these on long sheets of paper and attaches them to clip-boards. He maintains a separate board for each terminal in the New York-North Jersey area. These records are kept current throughout the day with the help of his clerk, Carmen Ponticello.

"Then, when a customer phones and asks the location of his car or trailer," Mr. Leighton explains, "we pick out the proper board and can give him his answer within ten seconds."

"That's service." When the customer has learned where his cars are, he phones the office of PRR Agent Howard H. Hill and talks to the Order Desk. This is manned day and night by a crew of PRR clerks, headed by Charles J. Henry.

The customer may request that his cars coming into Harsimus Cove, Jersey City, be floated promptly across the river to Manhattan. Or he may put in a "hold order" in anticipation of a more favorable market the next day.
Then again, he may decide that cars still at PRR gateways, prior to departure deadlines, should be diverted to Pittsburgh or Baltimore instead of New York.
"The receiver's decision," explains Mr. Leighton, "will depend on the quantity of fruit coming into the area. Is there a shortage of oranges? An excess of apples? Excess or shortage will affect the price, and the receiver's job is to get the best price for the grower.
"Supplies and prices fluctuate daily. Various factors are involved. Excessive cold in Florida or drought in New Mexico can reduce the crop. Excessive heat in New York may..."
reduce the demand for one kind of fruit and increase the demand for another.

“All in all, perishables are probably the most complicated traffic moving on the road,” Mr. Leighton says.

“Furthermore, a shopped car loaded with perishables should be given priority handling in the shop and put back in the next available train.

“Perishable traffic deserves our best efforts. This is good business for the Railroad. It’s steady. Fruits and vegetables are always being shipped. Despite depression, war, strikes or storms, people have to eat. This is business we want to build.”

Mr. Leighton, a widower, puts a sale to customers on the weather and the customer. He tells them, “You don’t know the perishable business. It takes a lot of attention.”

Mr. Leighton says.

Carloads of vegetables are handled differently. They are routed to the PRR’s Hunter Street Yard, Newark; Ballground Yard (there used to be a baseball field here) in Jersey City; the new Hunts Point Market, in Upper Manhattan; or directly to the sidings of grocery chains.

With vegetables, as with fruits, says Mr. Leighton, “the main requirements are careful handling and prompt delivery.” We get compliments on our service. But when we get complaints, too.

“For instance, if a car of perishables is shopped for repairs on route, the customer wants to know about it promptly. That means that the yard should send teletype notification immediately to the Transportation Information Center at Philadelphia. TIC will then spread the word to origin and destination points.

At the “Order Desk,” calls from customers, telling where and when they want their cars placed, are taken by Charles Henry, T. Sheehan, Vincent DePaola, Leonard Morgan and J. S. Sullivan.

Forkas, W. J. Assistant Supervisor, Diesel Bureau Maguire, P. P. Assistant Supervisor, Commissary

Mr. Leighton says,

Selling fruit at auction, Donald Joseph, head of Victor Joseph & Son, stands by as the auctioneer calls out the bids.

Bidding at the fruit auction is a matter of quick decisions, hectic signaling.

At the Order Desk, calls from customers, telling where and when they want their cars placed, are taken by Charles Henry, T. Sheehan, Vincent DePaola, Leonard Morgan and J. S. Sullivan.
There are so many special weeks in a year—like National Pretzel Week, National Cauliflower Week, National Coffee-with-cream-on-the-side Week—that nobody can celebrate them all.

But one week we hope you'll never ignore is Secretaries Week, sponsored by the National Secretaries Association. We've just finished observing this year's event, April 23-29, by talking with some PRR secretaries and stenographers.

We found them deeply interested in promoting effective communications on the PRR.

We also found them very conscious of their role in helping build a good image of the PRR, through their correspondence and telephone dealings with the public.

Here's a sampling of their comments. You can see why these girls rate a special week of their own.

SECRETERARIES

DICTATE

THEIR IDEAS

"You may think your voice on the phone is just you, but to the outsider, it's the official voice of the Railroad," says Carolyn H. Schenke, secretary to the assistant vice president and sales manager, Cleveland, O. "Your pleasant, courteous manner will tell him this is a good company to do business with." She subscribes to Today's Secretary magazine for hints about improving office operations.

"One of my jobs each morning is to open and distribute the mail," says Mrs. Waltraud Winkler, secretary to the assistant superintendent of personnel, Cleveland, O. "Something that would help a great deal is if every letter indicated what it's about, either by a subject heading or in the first sentence. That would speed routing to the person who should see the letter."

"One of a secretary's biggest annoyances is receiving a letter that isn't legible," says Mrs. Betty H. Naylor, secretary to the supervisor of stations, Harrisburg, Pa. "Maybe it's a copy made with a worn-out carbon. Maybe it's a poor machine copy. You have to try to figure out who the sender is and then phone or write him for another copy. That's an awful waste of time."

"We get so many calls a day, it seems as if our phones never stop ringing," says Amelia (Amy) Leary, secretary to the TrucTrain supervisor at Kearny, N.J. "But although we're rushed, we do our best to keep a rushed sound out of our voices. A pleasant, patient greeting puts the customer at ease until you can get the information he wants. And when he hangs up, he'll feel good about the Pennsylvania Railroad."

"You've got to be accurate, right down to commas," says Lorraine K. McKenzie, secretary to the assistant superintendent at Toledo, Ohio. "For example, a misplaced comma can change the meaning of a sentence. Re-reading each sheet of paper before you take it out of the typewriter can save a lot of grief."

"One big way to help your boss is not to relay every incoming phone call automatically to him," says Dorothy Lyons, secretary to the freight agent at Pier 28, New York. "It's more helpful to say politely to the caller, 'Would you care to tell me what it's about?' In many cases, you find that somebody other than your boss can handle the matter directly. This saves your boss's time as well as the customer's."

"I have one plea to make to PRR men who write reports in longhand for us to retype—please write legibly," says Zelma E. Myers, clerk-stenographer at the Enola (Pa.) enginehouse. "Clear handwriting prevents troublesome mistakes."

"It would help a lot if every office executive replying to a letter from us would start out the letter by giving the subject matter and date of our letter," says G. Ursula Byrne, secretary to the data origination manager, Philadelphia. "If that information is missing, we have to dig through the files to find the original letter, and much time is wasted."

"But it looks so much better than just the bare pole."
SUPREME COURT DELAYS MERGER—The Supreme Court of the United States has held up the merger of the PRR and the New York Central for what appears to be a relatively short period.

The Court stated that the merger should not take place until protective arrangements have been made for three other Eastern railroads— Erie-Lackawanna, Delaware & Hudson, and B & O.

PRR Chairman Stuart T. Saunders commented, “We are disappointed but not disheartened by the decision, since it appears that only a relatively brief delay will be involved if the protective arrangements are followed, as the Court recommends, consummation of the Penn Central merger should not be subjected to any protracted postponement.

The Interstate Commerce Commission had told the Supreme Court that the merger ought to go into effect now and that provisions for the three smaller railroads could be worked out later.

The I.C.C. has under consideration the payment of indemnities by the Penn Central to the three roads for any traffic loss resulting from the merger, pending their inclusion in another railroad system. Terms for their inclusion in the Norfolk & Western system are expected to be announced by the Interstate Commerce Commission not later than June 1.

The United States District Court last October approved the stand of the I.C.C. and authorized the merger to go forward. The Erie-Lackawanna and the Delaware & Hudson along with other interests appealed to the Supreme Court.

The Supreme Court, in a 5-to-4 decision, ruled in favor of delay until the fate of the three smaller roads is decided. Speaking for the majority, Justice Clark, in his opinion, emphasized that the court was not ruling on the merits of the merger. He said the delay is not “too high a price to pay to make as certain as human ingenuity can devise a just and reasonable disposition of this matter for all the parties.”

Justice Abe Fortas, speaking for the four judges who opposed further delay, pointed out that the I.C.C. has already given “elaborate, meticulous consideration to the problem presented by the three roads,” and that “there is no tolerable basis for our attacking the merger on its merits.”

He added: “For more than 45 years, it has been the national policy, reflected in Congressional legislation, that the railroads of this country should be combined into a limited number of systems.”

WORK STARTS ON NEW DOCK—Demolition has gotten underway to prepare the site for a new 97½ million coal dock at Ashtabula Harbor, on Lake Erie. An ore bridge and several miles of track must be removed before construction of the giant PRR facility can begin.

The new dock, expected to be ready in the spring of 1968, will be able to load coal from unit trains and storage piles into the largest Lake vessels at the rate of 6,000 tons an hour. The dockers will be able to unload a 100-ton coal car every two minutes. The PRR expects to handle 3 million tons per year at the dock, and eventually as much as 6 million tons.

During 1967, while construction is proceeding, PRR coal and ore traffic will be handled by the New York Central’s dock, on the opposite bank of the Ashtabula River.

A BRIDGE WINS A MEDAL—The PRR’s lift span over the Chesapeake and Delaware Canal was rated the most distinctive of new movable bridges, in the annual competition sponsored by the American Institute of Steel Construction.

A jury of prominent engineers and architects said that the bridge, while efficiently performing its function of carrying traffic impeding canal traffic, best expresses modern design principles.

Certificates were given to men representing owner, designer, builder, and executive. E. L. Seiffert, of Belmont Iron Works; R. O. Drange, of Howard, Needles, Tammens & Bergendoff; M. L. Koehler, PRR; and D. W. Strickland, Ingalls Iron Works Company.

MORE BARGAIN FARES—The PRR’s special fares on Wednesday and Thursday Ladies Days were extended during the Easter school holidays to begin 16 years and under. This special event—some called it Ladies Day—enabled young people from Philadelphia and Wilmington to get a one-day round-trip ticket to New York for half the Ladies Day fare, which in itself is a substantial saving over the regular fare.

This was another feature in the PRR’s continuing efforts to build passenger business in areas of heavy travel. Last year, 72,500 Ladies Day tickets were sold.

RAILROAD EMPLOYES ARE SAFER—The I.C.C. recently issued safety data for the first eight months of 1966. They showed that injuries to railroad employees were down 11.3 percent in 1966 as compared to the similar period of 1965, and 10.7 percent lower than in 1964. Fatal injuries were down 11.3 percent.

E. W. Donald, chairman of the National Railway Labor Conference, called the statistics “one of the most heartening developments in the railroad industry.”

He said the statistics also show an increase in train accidents, but this classification refers to “all accidents arising from the operation or movement of trains, locomotives or cars, which result in more than $750 damage, whether human casualty is involved or not.”

“The measurement of safety in the railroad industry is human casualties, which the figures show are trending sharply downward.”

On passenger travel, the I.C.C. figures showed that in terms of injuries per 100 million passenger miles, rail travel was 3 times as safe as air travel and 19 times as safe as automobile travel.

WHERE YOUR MONEY GOES—Government spending for highway, airport and roadway facilities will climb to a record $18 billion this year. This expenditure by Federal, state and local governments is five times as much as was spent in 1947, the Association of American Railroads reported.

Spending for transportation, other than the railroads, has increased every year. The total outlay by Federal, state and local governments in all years of record, including 1967, will come to the staggering figure of $277 billion.

Among Federal Government expenditures in 1967 will be:

$904 million for automobiles and aircraft development.
$388 million for highway development.
$65 million in cash subsidy to airlines.
$43.4 billion for Federal highways.
$418 million for waterways.

The states will spend $12 billion on transportation facilities.

Railroads own and maintain their own right of way. They spend them about 25 cents of every dime they take in. Other forms of transportation, which have their “right of way” provided by government, pay user charges in the form of various taxes. For inter-city bus lines, this amounts to slightly less than 6 cents out of every revenue dollar; for truck lines, the cost is a little more than 5 cents; for airlines, 4 cents; and for waterway carriers, nothing.

President Johnson, in his budget message on January 24, urged that Congress establish new and higher user charges. If Congress enacts his recommendations, the government will receive $253 million more from highway users, $14 million more from airline users, and $1 million from waterway users, who up to now have been given a “free ride.”

“DOT” STARTS OPERATIONS—The Federal Government’s new Department of Transportation—already nicknamed DOT—went into full operation April 1. President Kennedy declared it a “new era for transportation in America.” He requested the new Transportation Secretary, Alan S. Boyd, to:

“Give top priority to the safety of our people as they travel by land, sea, or air—nothing less.

“Step up our efforts to improve traffic flow and ease congestion without sacrificing the beauty of our cities and countryside.

“Call upon the technological genius of this country to provide better roads and highways, vehicles which do not pollute the atmosphere, faster and more efficient modes of transportation.

“Enhance our foreign trade through improved connections with the larger systems of world transportation.

“Assist the less fortunate nations of this world to overcome their critical transportation problems.”
He’s climbing down facing the locomotive, the correct way—but he forgot to check if anything is moving on the next track.

Your Safety Rules remind you of dangers and how to avoid them. Re-read them now. Make a spring-cleaning of unsafe habits.