CONTAINERS
Making new headlines in fast freight service

Wallace A. (Wally) George recently acquired a new title: International container sales representative. Previously there never was such a title on the PRR, because there never was such a boom in the use of containers.

“All of a sudden, thousands of companies are interested in trying out the container method of shipping commodities,” says Mr. George, a husky, exuberant sort of fellow.

“This is especially so with overseas shipments. Ocean vessels are being designed specifically to accommodate containers. Almost every major steamship line is moving full steam into this new service.”

A container is a big box. It’s made of steel or aluminum or aluminum-plus-plywood. There are two standard lengths, 20 feet and 40 feet. Both types are 8 feet high, 8 feet wide.

You can load up to 45,000 pounds of freight in the larger size, half that amount in the smaller.

“There’s nothing so flexible as a container,” says Wally George, whose former title was foreign traffic sales representative. “You can put it on a railroad flatcar, such as our TT cars. You can put it on the flatbed of a truck, and it looks just like a highway trailer. You can run it on just a pair of bogie wheels, without a truck chassis.

“And you can load containers on ships and get a very compact, remunerative cargo.”

Mr. George, who started on the PRR as a clerk 19 years ago and is now assigned to the office of the manager of foreign traffic sales, New York, recently helped arrange a pioneering movement of lawn care products to Europe.

O. M. Scott and Sons loaded their products in 45 containers at their headquarters in Marysville, Ohio. The containers, 40-footers, were supplied by the Belgian Line.

The containers were put on TT flatcars, and hauled by PRR people in fast TrucTrain service to the big PRR terminal at Kearny, N. J. From there they were trucked to Manhattan and loaded aboard the S.S. Tennei, a Belgian Line vessel modified to accommodate containers.

At Rotterdam, Holland, the containers took to the highways for delivery to various points in Holland, France, Belgium and Germany.

“The lading stayed in the same containers all the way to the ultimate destination,” Mr. George said. “That’s one of the big advantages shippers get from using containers.

There’s no unloading or reloading en route. That saves time, saves expense, and prevents damage and pilferage.

“A padlock and a PRR seal stay on the container until it’s in the hands of the consignee.”

Containers mean speed, Mr. George emphasizes to customers.

“With our fast piggyback trains, we can offer service from any of our ramps to an Atlantic seaport by the second morning,” he says. “And you can load a ship with containers in a day, compared with two to four days for conventional types of cargo.”

The PRR does not own containers. They are supplied by steamship lines or by firms that provide shipping services. The Railroad pays a charge for each day the container is on its tracks.

“There scarcely seems a limit in the variety of products suitable for container loading,” Wally George says enthusiastically.

“Container loads we’ve recently handled include coin machines moving from Chicago to Germany, lawn mowers from Michigan to Germany, automobile parts from Detroit to England, soup mixes from Switzerland to Chicago, and cocoa from Holland to Texas.”

“PRR people can expect to see more and more containers moving on our tracks. This is a really big development in the shipping world, and PRR people will have a major role in helping it succeed.”

Why Presidents write to George Neff

Memo to Ronald Reagan, Governor of California:

George C. Neff sure would like a letter from you.

Mr. Neff, who is 80 and a retired PRR baggageman at Harrisburg, Pa., makes a hobby of collecting letters from prominent elected officials.

There are 50 Governors in the United States, and Mr. Neff has letters from 49. He has written to Governor Reagan, asking for a letter to complete this portion of the Neff collection; and he hopes that one day soon, the Governor will find time in his crowded schedule to reply.

Mr. Neff also is eager to receive a letter from one lieutenant governor, John Murphy, of Idaho; and one from the Wisconsin secretary of state, Robert Zimmerman. With those, his letters from key State officials will be complete.

Mr. Neff started this hobby 10 years ago. He now has more than 500 letters.

Among them are letters from Presidents Johnson, Eisenhower and Truman. And there is a letter—a rare item—from John F. Kennedy when he was a Senator from Massachusetts.

Mr. Neff has letters from J. Edgar Hoover, Mrs. Eleanor Roosevelt, General Douglas MacArthur. He has letters from all present United States Senators, all the members of the Cabinet, all the justices of the Supreme Court, and all mayors of cities with populations over 100,000.

Mr. Neff keeps his hobby moving by checking the newspapers after every election. He writes a brief letter to each new office-holder, explaining he is a retired PRR man and his hobby is getting letters from political leaders.

However, once he got a little more than he asked for—an investigation by the FBI. They checked me out to find out why I was writing to so many important people in the Government,” Mr. Neff explains. “The FBI investigator found out I was okay, of course. Then he told me if I ever wanted to give up my hobby, he’d be glad to take the letters off my hands.”
Engineman Blair and his new Super-Diesel

Engineman Ralph J. Blair has a two-word opinion of the PRR’s new EF36 diesel: “the best.”

This powerful locomotive is being called the Super-Diesel. Some PRR men have nicknamed it the Cadillac. Others refer to it as the Jolly Green Giant.

All this is in reference to its ability to produce 3600 horsepower. That makes it the most powerful single-unit diesel locomotive ever acquired by the PRR.

Engineman Blair works out of Conway Yard, near Pittsburgh. Making a turn recently at Harrisburg, Pa., he had the job of running one of the PRR’s hotshot TrucTrains, TT-1, with four bright, new Super-Diesel units at the head.

Feeling the idling engines come alive as he moved the throttle, Mr. Blair said: “They have the horsepower to do a heavy job—and they’re fast on the road, too.”

The PRR has acquired 65 of the new 3600-horsepower Super-Diesels. They cost about $280,000 apiece. Their closest contenders in diesel muscle are the 3000-horsepower engines—the EF39’s, AF38’s and GF30’s. (However, the E-44 electric locomotives, which draw their energy from overhead wires, can attain 4400 horsepower, and some have recently been upgraded to 5000.)

Horse fanciers would describe the Super-Diesel as a rare breed of horsepower—a combination of Clydesdale for strength and Thoroughbred for speed.

As Engineman Blair took TT-1 out of Harrisburg Yard, the Super-Diesel was pure Clydesdale. Only a slight quiver accompanied the starting of the train, and within minutes it was smoothly rolling past Rockville Tower at the edge of the yard.

Once across the 48-arch bridge over the Susquehanna River, the EF36 units turned Thoroughbred. They shifted gait almost imperceptibly, as Engineman Blair pulled back on the throttle, and flattened out for the run to Conway.

Under his knowing hand, the 4-unit engine worked its way through a series of grades, curves and straightaways that called for constant changes in speed and power. But there was “no strain” as the EF36’s went from dragging to a cruising speed of 60 miles per hour.

The engines worked easily in the fourth throttle position—only half-way to maximum power—maintaining that cruising speed while using very little amperage. Seldom did Engineman Blair open the unit up beyond this point and only twice did he go all the way to the 8th throttle position. That was when he had to mount the sharp grade at Horseshoe Curve.

Talking in clipped terms—you don’t waste words talking over the roar of a 3600-HP engine—he said he has handled every type of power unit in his 26 years with the PRR, and the EF36 rates at the top.

As the train proceeded, he tersely called off road conditions, permissible speeds, the times required in specific blocks, and the brake signals to his brakeman, Ike G. Thompson. Mr. Thompson repeated the observations as the engineman translated them into action.

His hands were continually in motion, adjusting the power for the road ahead. He was constantly aware that he was handling a different kind of engine.

In addition to being the most powerful, the Super-Diesel is the first 20-cylinder engine acquired by the PRR. Formerly, 16-cylinder engines were the largest.

It has an alternator and silicon rectifiers to change alternating current to direct current for use in the traction motor on each of the six axles, instead of the usual main generator. It boasts 4,000-gallon fuel tanks, the largest for road power.

It includes the new, extended-range dynamic braking system. Engineman Blair explained: “Dynamic braking is like putting your car in second gear to slow down for a stop.”

“The new extended system makes for even smoother slowing and stopping. It’s good for the freight and good for the train.”

Those are some of the technical reasons that make the EF36 a Super-Diesel, Mr. Blair explained. And with the unmistakable air of a man who knows he’s in charge of a fine machine, Engineman Blair rolled his train to Conway Yard and brought it to a smooth, flawless stop.

PRR honored for aid to foreign railroaders

The visitors had names like Ajit Chandra Chatterjee, Balasubramanyan Natarajan and Krishnaswami Srinivas Haravu.

Their homeland: India. They and 19 others, all officials of the Indian Railways, visited PRR headquarters recently to study this railroad’s operations.

“There was scarcely a feature of the Railroad that was overlooked.”

Their Government has given assurance that when they return to India, they will be assigned to positions where their newly acquired knowledge will be fully utilized. We believe they will be able to contribute a great deal to the expansion and improvement now being planned for the Indian Railways.

Last month’s visitors were among several hundred railroad officials who have come to study PRR methods in recent years.

The officials represented railroads of many countries, including Great Britain, Japan, Sudan, Soviet Union, Brazil, Sweden, Korea, Thailand, Belgium, Germany, Italy and South Africa.

For many of the visitors the sessions on the PRR were part of an educational tour covering a number of America’s major railroads, under sponsorship of the United States Government and the Association of American Railroads.

Last month the U. S. Agency for International Development awarded a Certificate of Cooperation to the PRR and nine other railroads for helping to promote America’s program “to assist in the economic and social development of other countries.”

The PRR’s award stated that the Railroad “has made an outstanding contribution to the training and development of AID’s international participants.”

Other railroads honored were: Atlantic Coast Line, Rock Island, Illinois Central, Louisville & Nashville, Frisco, Union Pacific, Southern Pacific, Burlington, and Seaboard.
How dare he change that railroad clock!

When Harry Bonsall moved the clock in the crew dispatcher’s office at Philadelphia one hour ahead, he was taking part in a historic event. This was the first time it was legal for a railroad to advance its official clocks the way the public does. The time change took place at 2 A.M. on Sunday, April 30.

"Seems awfully funny to be moving a railroad clock," said Mr. Bonsall, chief crew dispatcher, who has been with the PRR 41 years.

"Sure is odd," said Hubert C. Ireland, Pittsburgh Division conductor for a railroad to advance its official clocks the way the public does.

Railroadmen involved in train operation had never done this before. It was against the law. Back in 1918, when daylight saving time was coming into being, Congress passed a law specifying that all common carriers in interstate commerce must continue to operate on standard time. This was intended to prevent confusion. But confusion developed anyway, because passengers often failed to distinguish between their time and railroad time.

Furthermore, some states went on daylight time; others stayed on standard time; and in still other states, some communities went one way and some another.

Whatever the surrounding community did, railroad clocks in block towers, yard offices and car shops showed standard time. Employe timetables also used standard time. However, public timetables showed daylight time for those communities using this "fast time," and showed standard time for the others.

What to do about the public clocks in passenger stations was always a problem. In some places, daylight time was shown; in others, standard time. A sign was posted to tell which was which.

But despite explanations, the public was often bewildered. The matter of knowing when to add or subtract an hour seems to be a baffling arithmetic problem for many adults.

A year ago Congress passed a law designed to cut through this confusion. It's called the Uniform Time Act of 1966. It provides that the standard time of each zone should be advanced one hour, beginning on the last Sunday in April and ending on the last Sunday in October.

During this period, the "fast time"—which formerly was called daylight saving time—will be called standard time. The term daylight saving time is being discarded. It does not appear in the new PRR public timetables.

In other words, the term standard time will be used all year round, even though it is advanced one hour between April and October. And the railroads will be using the same time as everybody else.

The adoption isn't everything simple.

But there's one small hitch:

The law specifies that any state may pass a law exempting itself entirely from the new time system. Indiana and Michigan have passed laws. Both states are partly in the Eastern Time Zone and partly in the Central Time Zone.

Indiana's new law provides that the Central Time area will advance its clocks one hour between April and October, but the Eastern Time area will not.

This means that the communities in the Central Time Zone will be on the same time as the railroad, but those in the Eastern Time Zone will be one hour behind.

The legality of Indiana's regulations has been questioned because it is not consistent throughout the state.

In Michigan, the entire state will be one hour behind railroad time.

Parts of Kentucky will stay on "slow time," pending a decision by the legislature.

Everywhere else on the PRR, railroad time and city time will be the same.

Said Chief Crew Dispatcher Bonsall: "It's about time."

Jack F. Linn and the wild blue yonder

I f a passenger or a PRR employe is hurt anywhere around Indianapolis, Ind., a call goes out for Jack F. Linn.

He's the PRR district claim agent. His job is to investigate the circumstances and the extent of the injury. People consider him a good man in emergencies.

So does Uncle Sam.

Mr. Linn served as a pilot in World War II. When the Korean War broke out, Uncle Sam called him back to active duty. He was recalled again for the Cuban crisis in 1962. And when the Dominican troubles occurred last year, Mr. Linn was on hand again, giving his services as a reservist.

To the Air Force, Mr. Linn is Colonel Linn. He's vice commander of the 434th Troop Carrier Wing. He assists a brigadier general in command of the Wing and two Troop Carrier Groups—more than 1000 men in all.

Their headquarters is Bakalar Air Force Base, at Columbus, Ind.

Colonel Linn's duties as a reserve officer take up one weekend each month, plus a two-week training exercise in the summer.

And on most Tuesday evenings, he's in the air, flying a C-119G "Flying Boxcar."

"Even though we're reservists," he says, "we must meet the same training standards as active duty officers."

"We have to fly a minimum of 110 hours per year, of which 20 hours must be instrument flying—flying blind—and 15 hours must be at night."

"We're fully up to date in our training."

"We're combat ready."

When President Johnson sent troops into the Dominican Republic to protect American lives and halt an armed takeover of the government, the 434th Troop Carrier Wing went into action.

"Many of the reservists took a week or more off from their regular civilian jobs to fly troops and supplies to the troubled Caribbean island," said Colonel Linn.

"The men demonstrated the great contribution reservists can make."

Colonel Linn strongly urges men who want to do some patriotic service to join a reserve unit.

"Many units are at less than 100 percent strength, and are looking for men," he says.

"It's an enriching experience, in terms of comradeship and a maturing of character. But the biggest reward is a sense of pride in helping keep our country prepared for any danger."

Colonel Linn's flying experience dates back to 1941, when he enlisted as an aviation cadet. He won his wings in 1942. The next few years were hectic.

He flew supplies across North Africa from Casablanca to Cairo. He carried paratroopers in the invasion of Sicily. In Italy, he flew across enemy lines to drop supplies to Italian partisans. He flew paratroopers in the invasion of Southern France.

And, as if that weren't enough, he did a stint in India. He flew across Japanese lines to bring reinforcements and supplies to British and Indian troops surrounded in the Imphal Valley. He sometimes had to fly only ten feet above the ground to elude enemy fighter planes.

He was awarded the Distinquished Flying Cross, the Air Medal with two oak leaf clusters, and nine campaign stars.

Immediately after he was discharged, in 1946, he joined the reserves.

Today Colonel Linn says: "Even at my age, and with all the thousands of hours I've flown, I still get a thrill every time I take a plane into the air."
A time for Railroaders to admire themselves

Busy with their day-to-day work, railroad people rarely take time to consider the key role they plan in the Nation’s life. They scarcely give a thought to the fact that they transport almost half the Nation's goods in inter-city movement.

They don’t realize that they handle most of the movements of men and supplies for the armed forces, and that America’s defense would hardly be possible without the services of railroad people.

These thoughts come to a focus as America observes National Transportation Week, May 14 to 20. Friday, May 19, is designated as National Defense Transportation Day.

President Lyndon B. Johnson has issued a proclamation requesting observance of this occasion “as a tribute to the men and women who, night and day, move our goods and our people throughout the land.”

He stated that the transportation industry “has met every challenge of war and peace.”

“It has earned the respect and admiration of men everywhere.”

Just how large and important a role the railroads play in the total transportation picture is pointed up by a few statistics. Here is what the railroads did each week, on the average, during 1966:

- They moved 27,863,000 tons of freight a distance of 14,197,000,000 miles.
- They carried 5,776,000 passengers on journeys that totaled 328,758,000 miles.
- They paid $18,624,000 in taxes.
- They spent $68,417,000 for supplies, equipment and improvements.
- They paid $106,120,000 in wages and fringe benefits.

The railroad industry is one of the largest employers in the country, with about three-quarters of a million people drawing $6,000,000,000 a year in wages and fringe benefits.

The industry has shown it is keenly aware of the need for modernization, by investing billions of dollars in more powerful diesel locomotives, specialized freight cars, automated freight yards, computers, piggyback and unit-train services, and a vast range of other advances.

In one of the biggest surges of change and improvement in modern industrial history, a new age of railroad services is unfolding. It is spearheaded by railroad people who are moving, as never before, to adapt their historic industry to the needs of America’s tomorrow.

On The Way Up

OnTheWayUp

BOLINGBROOK, J. T. Associate Computer Analyst
COOPER, M. Special Clerk
CROWDER, W. L., Jr. Associate
DLEGARIA, A. J. Special Service Clerk

JENSEN, J. A. Computer Analyst
GALLAGHER, J. P. Procedures Analyst
FILESHIFTER, J. W. Lead Clerk
FRICKER, R. K. Traveling Auditor—JR.

GALLOTA, L. P. Assistant Cashier, Rents
LONG, E. W. Cashier, Rents

PURCHASING DEPARTMENT

LUEWILL, A. C. Acting Buyer, Indianapolis

FREIGHT CLAIM DEPARTMENT

BALLANTINE, R. A. Chief Claim Clerk

WASHINGTON, D.C. Eastern Area

Wienzer, S. Assistant Manager, Freight Claims

EASTERN REGION

BENNETT, N. M. Assistant Superintendent Personnel, New York

BROOKS, B. B. Assistant Supervisor Labor Relations, Philadelphia

Daly, W. M. Supervisor Statistics, Philadelphia

ENGLISH, P. J. Supervisor, Philadelphia

FULTON, J. B. Assistant Supervisor, Philadelphia

GALANTE, J. G. Personnel Management Trainer, New York

HUFISEL, W. J. Supervisor Personnel, New York

KUBLIK, F. C. Assistant Supervisor Labor Relations, Harrisburg

SCHWAB, K. F. Assistant Superintendent Personnel, Baltimore

Philadelphia Division

Carver, R. C. Assistant Car Foreman, Philadelphia
Dallal, F. J. Assistant Supervisor Damage Control, Baltimore
Funds, W. F. Acting Supervisor Loading Services, Philadelphia
Kinnard, I. A. Acting Foreman, Scranton
Comden, G. R. Assistant Train Master, (Night) Frankford Junction, Philadelphia

New York Division

Givney, T. R. Assistant Supervisor Damage Control, New York

Chester Division

Hayward, L. J. Assistant Supervisor Track, Baltimore
Lawyer, J. M. Assistant Supervisor Damage Control, Baltimore

MOHONEY, J. E. Rules Examiner, Baltimore
Rockey, W. C., Jr. Assistant Train Master, Washington

Merrill Division

Cheney, F. D. Assistant Supervisor, Harrisburg

COFFAY, B. A. Assistant Supervisor Track, Harrisburg
Dallek, J. E. Assistant Supervisor Damage Control, Harrisburg

Gollino, J. D. Train Master, York

Hippinbotham, M. H. Transportation Supervisor, Harrisburg
Huemmerich, G. J. Master Mechanic, Harrisburg
Python, R. S. Supervisor Track, Hagerstown
Watson, W. H., Jr. Assistant Supervisor Communications, Lancaster

CENTRAL REGION

Rutledge, R. A. Assistant Superintendent Transportation, Pittsburgh

Allegheny Division

DiFalco, D. W. Engineer-in-Training, Cresson

Lake Division

Davidson, B. J. Assistant Office Engineer, Division Engineer, Cleveland
Kepler, D. R. Assistant Supervisor Stations, Cleveland
Schuler, R. A. Assistant Supervisor Stations, Cleveland
Tompson, L. C. Assistant, Cleveland

Northern Division

Band, R. J. Assistant Train Master, Waterford
Eck, G. B. Engineer/Foreman, Renovo

Herrick Division

Ford, P. E. Assistant Superintendent, Conway
Lageman, A. G. Train Master, Shire Oaks
Solomon, M. Train Master Pittsburgh 30th St.
White, W. M. Train Master, Conway
PRR men star at unusual school

Looking at Labor and Management

Packy McDermott started it all. Officially, Packy is Patrick P. McDermott, foreman of the open docks at Greenville Piers, Jersey City, N. J. He’s been with PRR for nearly 52 years.

Unofficially, Packy is the perennial freshman at St. Peter’s Institute of Industrial Relations in Jersey City. He’s been attending classes for nearly 18 years.

The Institute, conducted by the Jesuit Fathers, offers a wide range of courses dealing with labor and management affairs. Packy has been going to classes since shortly after it opened in 1946.

He has received awards for one, two, and three years’ study and the Bishop Von Ketteler Gold Medal for five years of perfect attendance. He was named student body president in 1958.

“You might say that going to school is a hobby for me,” he explained. “I realized the value of the courses and just kept going.”

He added that he has no definite goal for himself as far as education is concerned—“I’m too old for that.” Instead, he is trying to set an example for other employes, showing that idle time can be put to good use.

Packy McDermott with Reverend Albert A. Beckwith, school’s associate director.

The Institute is conducted at St. Peter’s Preparatory School. It offers 14 courses each 5-week semester.

The classes run from 8 to 10 p.m. each Monday and Wednesday and cover such topics as methods of collective bargaining, the Landrum-Griffin and Taft-Hartley laws, problems of supervisors and shop stewards, grievance procedures, arbitration and contract administration.

Special courses for railroad workers and management include sessions on the Railroad Labor and Railroad Retirement Acts, and a Railroad Round Table where management and labor people discuss their differences.

There is no tuition charge—only a $10 registration fee.

Says Packy McDermott: “It’s a bargain.”

Fan Mail

Dr. Boris Schwarz, of Flushing, N. Y., left a wallet on a New York-to-Trenton train.

“Conductor R.O. Shultheis (below) found it and delivered it to the Lost and Found at Trenton where it was returned to me within an hour,” Dr. Schwarz wrote. “Mr. Shultheis was also kind enough to call my home and notify me where I could pick up the lost article.”

Dr. Schwarz also commended Ticket Clerk C. J. Stewart, at Princeton, N. J., who “was most helpful.”

Efficient service is always appreciated. But when it’s accompanied by “an air of warmth and friendship,” the customer is doubly impressed.

These words of praise were given to L. E. Crane, waiter; F. E. Graves, parlor car attendant; and Clarence Willey, supervisor of service. Writing to the PRR about a trip by members of the Reliance Insurance Companies, I. David Jessup commended the three PRR men:

“They have heard nothing but the highest praise and compliments.”

Easy come, easy go

A good wife knows things about her husband that even her husband doesn’t know, but it still surprised Douglas H. Caudill more than a little when his wife telephoned him and said:

“Honey, you have a half million dollars in your pocket.”

Mr. Caudill looked in his wallet and, sure enough, there was a check for $440,410.

About two hours earlier, Mr. Caudill, a passenger clerk on the PRR’s Chesapeake Division, had gone to a bank and asked for a registered check in the amount of $10 to pay for his wife’s beautician’s license.

The clerk at the bank punched some keys on an office machine and handed him a check. Mr. Caudill folded it without looking at it, tucked it into his wallet and returned to his job.

In the meantime, the bank discovered its error and began a frantic search. Eventually, a bank official reached Mrs. Anne Caudill at her place of work and she phoned her husband.

He notified the bank that he had no intention of leaving for parts unknown, and the next day he returned the faulty check and received a $10 one.

“It felt pretty good for a while,” mused Mr. Caudill. “But I gave it back without a struggle.”

“Easy come, easy go, I guess.”
In honor of Mother's Day we present a portrait of a MOTHER OF SIX

Betty F. Reid is a vivacious, raven-haired charmer who works as a clerk-stenographer in the PRR maintenance-of-equipment department, Southwestern Division.

Few can picture her as a mother of six, including a 6-foot son.

And when they find that out, they wonder how she manages her home and family while keeping a full-time job.

"All a matter of organization," she says airily.

Part of the organization is a babysitter who looks after the youngest, Brad, 2, and makes lunch for the older kids who serve themselves.

Betty F. Reid, working mother.

Gardening is a favorite activity. Brad, 2, contributes his efforts, although on this particular day he insisted on shoveling the dirt mostly on the dog "Lucky."

She drives to work with Joe, reaching Union Station, Indianapolis, at 8. Here she takes dictation from W. H. Long, Southwestern Division master mechanic.

AT BAT—Betty F. Reid, working mother.

Betty's typing duties include letters, job bulletins and job awards, 1870 efficiency reports. She's been working on the PRR nine years.

Bethlehem Steel commended Pennsylvania Railroad freight crews and supervisors for accomplishing the move in 17 hours—a "very excellent performance."

"In addition to this prompt movement, I was kept fully informed of all particulars, regardless of the hour," wrote J. M. Cook, Bethlehem's district traffic manager, in a letter to the PRR.

He specifically mentioned J. J. Murtha, supervisor of train movement, and the following assistant movement directors: C. C. Powell, C. E. Burkendine, R. E. Lawder and C. J. Croski—"together with other men in the movement office who caught the spirit of urgency surrounding this essential move and were most helpful in planning and following this shipment."

The crews of the Broadway Limited have received another note of praise, this time from S. H. Tippett, traffic manager, Container Corporation of America.

"Their attitude toward service and the general atmosphere on the train give the business man a real 'lift,'" Mr. Tippett wrote. "A general discussion of this subject was held the other night. Everyone spoke highly of the train and in particular about the people."

Best foot forward

It was a hot move. It consisted of a single flatcar carrying an armature, needed to replace a wornout part in the Bethlehem Steel Corporation plant at Sparrows Point, Md. The shipment was run in fast freight service from Buffalo.

"And then the knight saw a big giant." Betty reads to Joyce, 8, from a book called 365 Bedtime Stories. Donna Kay is 11, but she isn't too old to listen in.

Betty feeds the early risers, Joyce, 8, and Joey, 7, while husband Joe has his coffee. She then prepares breakfast for the older kids who serve themselves.

She visits the supermarket twice a week. "We consume 42 quarts of milk a week," she says. Here, chauffeuring the carts, are Donna Kay, 11 (left), and Joyce, 8.

Joey, who's 7, reports on a fight at school: "This mean boy hit Joyce with his elbow, so I socked him in the stomach and gave him a karate chop like this."

End of the day for Brad. "He's still a Mama's boy—he demands a lot of attention," Betty says. "Fortunately, the other children help. Dave often gives him his bath."

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Race dad a to pogie beat dae was the theme of the tale by Miss Careful Handling before several hundred shippers, who gathered at Cleveland for a meeting of the Great Lakes Region Rail Shippers Advisory Board (shown below).

"Our PRR men, in yards and on the road, are keenly aware that when you give us your freight, you're expressing faith in our skill to deliver it. They are committed to safe, reliable transportation. We appreciate your trust in us, and we're determined not to let you down."

"If you visit our railroad, you'll find more interest and more activities than ever before to help make sure that your freight is delivered in good condition."

Miss Careful Handling also carried the PRR story recently to shippers' meetings in New Brunswick, N.J.; Boston, Mass.; and Louisville, Ky., and she is scheduled to speak at Green Bay, Wisconsin.

More piggyback trailers—The PRR has acquired 225 new, large-volume, 40-foot highway trailers, costing $1 million, for use in TrueTrain service. This will almost double the PRR's fleet of these trailers, to help meet the rising demand for piggyback service. In 1966, PRR TrueTrain volume rose to more than 240,000 shipments handled nationally.

Evangelistic Association convention—The annual convention of the Railroad Evangelistic Association will be held at Winona Lake, Indiana, August 1 to 4. Described as an "interdenominational, non-partisan, patriotic, Christian railroad man's organization," it publishes a monthly magazine and sponsors meetings. For information write to Railroad Convention, 191 Palmer Ave., Staten Island, N.Y. 10302.

Safety slip—Joseph A. Bonelli, manager of safety, reports that the injury rate on the Railroad went up 5 percent during the first three months of 1967. He urged a new look at the safety rule books. "It's easy to slip into an unsafe practice," he said. "Get rid of it before it gets rid of you."

In the face of the safety setback, three Divisions improved their safety records during the first three months of 1967. The Harrisburg Division reduced its injury rate by 35 percent; Chicago Division, 30 percent; and New York Division, 22 percent.

Railroad strike sidetracked—Acting at the request of President Johnson, Congress has passed a bill delaying for another 47 days the threatened railroad strike called by six unions representing shoptown employees. A previous delay of 20 days, ordered by Congress, was due to expire on May 3. The new action extends the deadline to June 19.

During this period, the railroads and unions would be urged to reach a settlement through collective bargaining. This to "at least $200 million a year." This is necessary, he says, to enable the airports to keep pace with the growth in air travel and the coming age of the supersonic jetliners.

Airports want more U.S. aid—The Federal Government spends about $72 million a year to help cities, counties and states to pay for airport runways and navigation aids. Now the president of the Airport Operators Council, which represents all the major airports and many smaller ones, thinks the Government should raise this to "at least $200 million a year." This is necessary, he says, to help the airports to keep pace with the growth in air travel and the coming age of the supersonic jetliners.

"We have been able to use the January 1st Edition of The Pennsy to quote your article in the report for quite good advantage in sales presentations. I was very appreciative if you could send us any extras you might have."—E. E. Simmons, PRR district sales manager, Norfolk, Virginia.

"We would like to receive photographs of Miss Careful Handling, who will be touring under the sponsorship of the Pennsylvania Railroad, telling railroad employees the importance of handling freight cars and merchandise with care."

"Thanks loads for your nice article on 'Alerty accident with a hot-cha-cha.' My wife and family and railroad buddies enjoyed it, too."—J. Kenneth Miller, Wellsville, Ohio.

"Every month I get a copy of your Pennsy mag thru courtesy of one of your employees. I find it quite inter-esting, as I worked 18 years on a large western railroad. I've been told that when the Great Northern Ry ended its electric service on its Cas-cade Div., a few of its large electric locomotives were sold to the Penna. R.R. Are these engines still in serv-ice?"—Walter Thayer, Wenatchee, Wash.

In 1957 we purchased from the Great Northern seven of their Class Y1 electric locomotives, which were reclassified FF2 and numbered 1 to 7. We also purchased one Y1a lo-co-motive, this was dismantled in or-der to utilize the parts for repairs. However, all these locomotives have since been retired and disposed of.

"In your article about locomotive bells, the Archibald H. Maxwell referred to as the pioneer bell-maker was my grandfather. Norman Mc-Graw, the last supervisor of bell-making, is married to my cousin. I will keep this article and put it up with the family history. My husband, George W. Kearney, passed away November 26, 1966. He retired as a machinist in Juniata Shops after 44 years' service."—Margaret L. Kearney, Altoona, Pa.

"We appreciate your trust in us, and we're determined not to let you down."

"If you visit our railroad, you'll find more interest and more activities than ever before to help make sure that your freight is delivered in good condition as we received it."

"Anyone who looks carefully at transportation nowadays agrees immediately on the inland waterway operations have their physical limitations. Barge tow now run to about 36 barges. This can be enlarged, but never as much as the railroads can enlarge their hauls. You have the problems of river current and depth of channel and of locks.

"Highways also have their limitations. You can't move mass amounts of cargo on highways. There's a great deal of movement on the highways and now there will be more. The fact still remains: Trucks are pretty much unit-limited. And, as the government permits more length and weight, it will also increase user charges. With the railroads owning their own rights of way, they can add more cars and more weight without worry about user charges."
After I operate a switch, I check to be sure no stone or other object is preventing the switch point from fitting snugly against the stock rail.

That prevents a derailment. And that, in turn, prevents freight from getting damaged. There are many, many angles to careful car handling.

But I must confess that one switchman told me I wasn’t properly dressed for this job. You see, I had low-cut shoes.