THE 'IN' CROWD
AT NEWARK
See Page Three
Chairman Saunders reports to the stockholders:
How things are going on the PRR

The PRR made “substantial progress” during 1966, but during the first part of 1967 the Railroad has been affected by rising costs and a slower pace in American business and industry, stockholders were told last month.

Net income for railroad operations during the first three months was 44 percent below the similar period of last year. The New York Central Railroad had a net deficit of almost $2 million during this three-month period.

The financial results for both railroads emphasize “the urgent necessity for the Penn Central merger,” said Stuart T. Saunders, PRR board chairman.

About 800 stockholders gathered at the Sheraton Hotel, in Philadelphia, for the Pennsylvania Railroad Company’s 120th annual meeting.

They heard reports from Mr. Saunders; Allen J. Greenough, PRR President; and David C. Bevan, Chairman of the Finance Committee. They saw movie films of the PRR’s new computer center and the preparatory work for the High Speed Service.

They reelected, as directors of the Company, Mr. Saunders and R. G. Rinciffe, board chairman of the Philadelphia Electric Company; and elected a new director, Walter H. Annenberg, editor and publisher of the Philadelphia Inquirer and president of Triangle Publications, Inc.

Mr. Saunders told the stockholders the financial figures for the first part of 1967 “show what an adverse effect even a slight loss in traffic can have.”

He emphasized that other Eastern railroads, except for the Chesapeake & Ohio and the Norfolk & Western, have also been hard hit.

“This points up the urgency for restructuring the Eastern railroads into three strong, balanced systems,” he declared.

“Two of these systems are already in operation—the N&W-Nickel Plate-Wabash and the C&O-B&O. The Penn Central merger would lead quickly to completion of this pattern.”

Mr. Saunders stated that the PRR in 1967 will pay its employees, in wages and fringe benefits, at least $30 million more than in 1966.

This and other rising costs, he said, are compelling the Railroad to seek an increase in freight rates.

A rate boost, he said, is “a regrettable but unavoidable necessity, in the face of a severe cost-price squeeze.”

Mr. Saunders said the PRR has assumed the lead in shaping the role that rail passenger service will play in the years ahead. He explained: “We are moving toward high-speed trains for intercity service, over distances up to 300 or 400 miles, and toward modernized commuter systems.

“This new approach, together with the phasing out of long-distance passenger service which cannot compete with air travel, offers the best hope of controlling the passenger deficit which has been a drain on our resources for many years.

“Insufficient patronage, together with added costs, produced a 1966 passenger deficit of $45.4 million.

“In other words, we had to earn more than $45 million on freight business just to provide our passenger service to the public, and before we could bring down a cent to net income.”

Mr. Saunders declared that mass transit rail systems are “essentially a public service,” and Federal, state and local governments must share in the costs.

This idea has been gaining wide acceptance, he added, since the City of Philadelphia began giving financial aid to commuter service in 1958.

New York State recently authorized a vote on a bond issue to pay for an improved mass transit system. New Jersey has started a $975 million program for modernizing commuter operations over a 10-year period. Pennsylvania’s Governor Shaffer is asking $300 million of state funds to revitalize mass transit systems.

“The Federal Government is spending $11 million to help develop the High Speed Service between Washington and New York, and the PRR is investing about four times that much, Mr. Saunders added.

This service is expected to start in about six months, and will be, Mr. Saunders said, “the best rail passenger service anywhere in the world.”

President Greenough gave some details on preparations for the High Speed Service.

Four laboratory cars have been running up and down a 21-mile stretch of main track between Trenton and New Brunswick, N.J., he said, and have been operated at speeds above 155 miles per hour.

Meanwhile, the Budd Company is proceeding with construction of 50 cars for the new service.

“With the capability of reaching 125 miles per hour from a dead stop in 120 seconds, they will be the world’s highest performance intercity rail cars,” Mr. Greenough said.

The new cars, he added, will offer “the last word in luxury and comfort.” They will include “spacious reclining seats, no-draft air conditioning, individually controlled seat lighting, power-operated sliding doors, tinted safety glass, wall-to-wall carpeting, public address systems, and public telephones with direct dialing to any part of the country.”

The popularity of the new service will depend on many factors that add to customer satisfaction, Mr. Greenough pointed out.

“We are therefore giving particular attention to training the personnel who will man the service,” he said. “We will undertake concentrated instruction in operation, maintenance and customer relations for about 4000 employees.

“This will be the most extensive training project in the Company’s history.

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Stockholders receive programs from Teresa Cannito, secretary, Passenger Sales; and Joan Scullin, stagernographer, Finance.

Before a giant backdrop showing diverse enterprises of the Pennsylvania Railroad, President Allen J. Greenough addresses stockholders at the 120th annual meeting.

Slides and movies illustrated Chairman Saunders’ talk. Slide here shows track machine.

Stockholders had opportunity to ask questions. Here, in balcony, Charles Rossen asks about High Speed Service.
Mr. Porter and his home-made plane

The weather finally broke. Emmer K. Porter, PRR clerk and extra yardmaster at the West Brownsville (Pa.) Yard, climbed into his monoplane. He revved up the engine, took off and climbed to 3500 feet.

He flew around the airport for 20 minutes, testing the plane's climbing ability and its behavior in stalls and turns, and then landed.

Nothing unusual—except that Mr. Porter had just recently finished building the plane he was flying. About 35 persons—family, relatives and friends—came to witness the maiden flight of the "Betty Lee."

"I was excited when I took off," he said, "but when I saw I was flying fine, everything was all right."

"It was the first time I ever flew an open-cockpit aircraft. You can't imagine what the earth looks like from an open cockpit. Of course, it got pretty chilly when I reached 3500 feet."

The adventure started 18 months ago when Mr. Porter started building the plane. He constructed the major sections in the basement of his Brownsville home, and then did the final assembly outside.

After the meeting, Mr. Saunders answers questions of Roger May, of the Wall Street Journal, and other reporters.

A new 35-mile rail line, the Waynesburg Southern, is being built and will open up 500 million tons of coal reserves in northern West Virginia to our Railroad.

"We are planning to extend our Captina Branch (in southeastern Ohio) to reach other new coal areas."

"We have advanced by a full year the date for the completion of our new $71.4 million coal-handling dock at Ashstubula, Ohio."

In the past five years, he added, the coal traffic originating on PRR lines increased more than 45 percent. Ore traffic increased 19 percent.

Mr. Porter, despite the cold, was in good spirits, as were his wife, Anna Lou, and two sons, Edward, 23, and Donald, 20.

"It was the first time I ever flew alone," he said.

"I was excited when I took off," he said, "but when I saw I was flying fine, everything was all right."

"It was the first time I ever flew an open-cockpit aircraft. You can't imagine what the earth looks like from an open cockpit. Of course, it got pretty chilly when I reached 3500 feet."

The adventure started 18 months ago when Mr. Porter started building the plane. He constructed the major sections in the basement of his Brownsville home, and then did the final assembly outside.

Mom and Dad finally get their vacation

With 11 children, what can Mom and Dad do to get away from it all?

Answer: Win an expense-paid vacation for two.

That's what Anthony Cartieri did in a contest sponsored by Penn Fruit and Dale Foods, and this month he and his wife will board a plane for Puerto Rico.

Mr. Cartieri, a freight conductor in the PRR yard at Chester, Pa., is out now getting clothes, luggage, a motion picture camera and enough film "to make this something we'll always remember."

The trip also comes in time to help the couple celebrate their 25th wedding anniversary.

"Except for short trips by car, we've never been away from the house or the children in 25 years," Mr. Cartieri said.

Asked how it feels to head a household of 13 persons Mr. Cartieri said, "It's not too hard. We just made room for each one of them as they came along."

"I guess I was lucky, too, that I worked for a good company and I've been on the list at the yard for 17 years, making good money."

Son Edward, 23, helped by working his way through college. Edward (not shown in photo) is now an Air Force lieutenant.

Revenues from TrucTrain service and hauling of new automobiles more than doubled.

In 1961, the PRR carried about 11,000 new automobiles and trucks. In 1966, there were 700,000. And the number of loaded trailers hauled in TrucTrain service reached 240,000—more than one-eighth of all piggy-back shipments in the Nation.

During 1966, 235 new plants were located along the PRR, and 96 industries expanded existing plants. These are expected to produce 75,000 carloads of new freight each year.

Mr. Saunders also reported on actions to streamline PRR management.

"Five years ago, our Company had twelve vice presidents and their average age was 56," he said. "We now have nine vice presidents with the average age of 54 even though all of us have grown five years older in the meantime.

"Taking into consideration our entire officer group, the Pennsylvania has fewer executives in relation to the number of employees than any other major Class I railroad."

Mr. Bevan reported on some of the advances of the PRR's data processing system.

"Our freight car movement control system," he said, "is the most advanced in our field.

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"Careful planning is also being focused on means of providing information and methods of selling tickets, handling baggage, as well as cleaning and servicing equipment."
Jersey Central Railroad traveled to N. J., had this assignment:

***ferry to Manhattan.***

Jersey City and then boarded a ferry to Manhattan.

Now the Jersey Central trains are routed into Newark station.

There the commuters can change to PRR trains going to Penn Station, New York; or to Port Authority Trans-Hudson ("PATH") trains to other parts of Manhattan.

It took seven years of planning by the State of New Jersey, PATH and the railroads, and the expenditure of nearly $25 million for track, station and equipment changes to set up this new program. Reams of newspaper articles have told the public about it.

But commuter habits aren’t easy to change; and PRR people knew there would be many a bewildered passenger on the opening day of the Aldene Plan.

By 6:30 A.M.—while many of the commuters were still asleep—PRR people were at their posts.

M. L. Stewart, assistant superintendent—passenger, and A. E. Hoagland, assistant division operator, were in Dock Tower, Harrison, N. J.

From here they supervised control of all movements into the PRR’s Newark station.

D. E. Young, division operator, supervised operations in Hunter Tower at South Newark. At this key point, the trains came onto PRR tracks from the Aldene Connection of the Lehigh Valley Railroad.

Newark Stationmaster E. C. Tettemer had equipped himself and three other PRR men with two-way radios for constant communication to the towers.

He stationed himself on the east-bound platform—nerve center of the operation. He kept Usher Peter Mangarelli, informed of train movements for announcements, and coordinated tower and platform communications.

W. J. O’Toole, supervisor of train movement, Eastern Region, logged train arrivals and coordinated the work of Mr. Tettemer and Mr. Mangarelli.

Also using radios were R. J. Hunter, passenger trainmaster; William Shields, New York supervisor of passenger train operations; and Harold Smith, transportation supervisor. They covered the activities on Tracks 1, 2 and 5.

Lieutenant A. P. Piotrowski and Sergeant E. Rockefeller, PRR police officers, patrolled the platform, alerting passengers to incoming and departing trains.

PRR trainmen and ushers pitched in to direct incoming passengers across the platform to New York trains or through the station.

When the rush ended, Stationmaster Tettemer summarized the morning’s service:

"It wasn’t perfect—but it was a lot better than we expected. You don’t change the habits of ten thousand commuters with the flick of a switch."

The PRR people, delighted with this new source of passengers and revenue for the Railroad, were determined to smooth out any rough spots in the operation.

And by week’s end, the operation was clicking along well enough to begin winning commuters’ praise.

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**His letter won a national award**

A Democratic Party chairman at Freeport, Pa., Victor J. Rutkoski, Sr., found his most frustrating job was getting people to register and vote.

"When I got them out, many acted as if they were doing me a favor," he said.

"That got under my skin."

So Mr. Rutkoski, an enginemate on the PRR’s Pittsburgh Division, sat down and wrote a letter about the obligations of a citizen. It was printed in the Valley Daily News of Tarentum, Pa.

Last month, the Freedoms Foundation at Valley Forge announced that his letter had won a George Washington Honor Medal and a check for $100.

The Freedoms Foundation each year gives awards for a variety of activities that help "bring about a better understanding of the American way of life." In the Letters-to-the-Editor category, only 24 letters were chosen from across the Nation to receive the medal; and only Mr. Rutkoski’s letter and six others received a monetary award in addition to the medal.

His letter, in condensed form, is reprinted at the right.

Mr. Rutkoski, who runs local freight between Kiski Junction and Pitcairn, Pa., has long been involved in civic and patriotic activities.

He is a justice of the peace, adjutant of the local American Legion post, Cub Scout committee man, volunteer fireman, and publicity chairman for the Eagles and the American Veterans of Foreign Wars. He is also a free-lance correspondent for the Daily Leader-Times, published at Kittanning, Pa.

"Nine hundred million human beings, more than one-third of the earth, are dominated by Communist regimes, imposed by force. The overwhelming majority of those human beings would replace their anti-God government if given the slightest opportunity to choose their own form of free government."

"As Americans, we exercise this right. Yet there is a growing apathy which threatens to dull Americans into a disastrous state of lethargy.

"We can offset this lethargy by reaffirming our belief in America. We must make the sense of individual citizenship responsibility become a real and living thing in the hearts of all Americans."

"We must do something to offset the growing trend to overlook patriotic and spiritual values in the training of our youth. The effects of this neglect were particularly revealing in the behavior of many American prisoners captured in Korea, who were brainwashed."

"In our schools all students should learn more about the country for which they are expected to stand and to defend. They will soon come to understand that there are reasons for our nation’s rise from a conglomeration of 13 colonies to the most powerful, yet liberty-loving, country in the world.

"We must show a sense of personal responsibility, if we are to survive as a free nation."

"An average of only one out of 10 people vote at primary elections throughout the United States. This is a dangerous trend."

"Remember, that bad politicians are elected by good citizens who don’t take the trouble to vote. As someone has said, ‘The only thing necessary for the triumph of evil is that good men do nothing.’"

—Victor J. Rutkoski, Sr.
Shopcraft dispute: search for settlement

P resident Lyndon B. Johnson sent a message to Congress on May 4 requesting new action to help settle the contract dispute between the railroads of America and six unions representing shop employees. He asked Congress to pass a joint resolution establishing a 90-day period during which strikes and lockouts would be banned, while a 3-member Special Board would seek a solution.

Warning against the “intolerable injury of a nation-wide railroad strike,” the President pointed out that there have been eight months of collective bargaining in the current round of railroad negotiations. He stated: “During these months, the process of collective bargaining has produced settlements between the railroads and 11 other unions, representing over 70 percent of the Nation’s railroad workers.”

The major basis of disagreement still remaining is whether the shopcraft unions can justifiably demand a wage increase larger than was granted to the other unionised unions.

President Johnson reviewed the history of the shopcraft negotiations:

Talks began in the summer of 1966; and from October, 1966, to January, 1967, the National Mediation Board worked with both parties.

“On January 6, 1967, the National Mediation Board advised the parties that its mediation efforts had been unsuccessful and offered arbitration,” President Johnson said.

“The railroads accepted but the unions declined.”

The President then appointed an Emergency Board, which compiled a record of more than 1000 pages. On March 10, 1967, it offered a series of recommendations to the two parties.

“These recommendations provided a new centerpiece around which further negotiations could revolve,” President Johnson said.

“They were accepted by the railroads but not by the unions.”

The unions called a strike for April 13, but Congress passed emergency legislation blocking the strike for 20 days.

The President appointed a Special Mediation Panel, which developed a detailed proposal for the railroads and the unions.

“Both parties declined to accept this basis for settlement,” he said.

Faced again with the likelihood of a strike, Congress on May 1 passed another bill, extending the strike ban until June 19.

On May 4, President Johnson asked Congress to establish settlement machinery with the following features:

1. Strikes or lockouts by the parties will be banned for 90 days.

2. The President will appoint a Special Board consisting of 5 persons representing the public, including one with a management background and one with a labor background.

3. For 30 days the Board will engage in “intensive mediation.”

4. If no agreement is reached, beginning on the 31st day the Board will hold hearings to determine whether the proposals made by the previous Special Mediation Panel were fair and in the public interest.

5. By the 80th day, if there is still no agreement, the Board will present a report to the President and Congress on its study of the previous mediation proposals and whether any changes are necessary.

6. By the 81st day, if there is still no agreement, these proposals, including any changes which the Board finds necessary, will go into effect, and will be binding on the railroads and the shopcraft unions.

7. These provisions will remain in effect for up to two years (reaptnote to January 1, 1967), with a ban on strikes or lockouts.

8. If the shopcraft unions and the railroads meanwhile can reach a settlement by themselves, it will replace the Special Board’s ruling.

The unions involved are: International Association of Machinists and Aerospace Workers; International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers; Sheet Metal Workers’ International Association; International Brotherhood of Electrical Workers; Brotherhood of Railway Carmen of America; and International Brotherhood of Firemen and Oilers.

Testifying for President Johnson’s proposal, Secretary of Labor W. Willard Wirtz said it was not compulsory arbitration. He defined it as “extended bargaining and mediation to finality.”

But Roy Siemiller, president of the Machinists and spokesman for the union negotiators, said:

“A rose by any other name is still a rose. Mediation to finality is compulsory arbitration, which is foreign to the American way of life.”

George Meany, president of the AFL-CIO, also saw compulsory arbitration in the proposal, and said the AFL-CIO would “vigorously oppose this.”

Mr. Meany spoke in favor of having the Government seize and run the railroads until the dispute is settled. He put it this way:

“If there is a paramount public interest in the continued operation of the railroads, sufficient to override the rights and freedoms of the workers employed by these private corporations, then the railroads should be operated for the public interest and not for private profit.

“We would therefore regard seizure legislation, pending the negotiation of a settlement, as the fairest and least oppressive alternative.”

Speaking for the railroad industry, J. E. Wolfe, chairman of the National Railways Labor Conference, said:

“The President’s proposal will settle this particular case, but it will not prevent a similar crisis in the railroad industry any time a union refuses to bargain in good faith.

“We still think the law should be amended to prevent crises like this one from arising in the future, and we will vigorously pursue our efforts to obtain this essential objective, which obviously has great public support.

“However, we are not opposing the proposal of the President in this case.”

President Johnson declared:

“Nothing here warrants resort to a compulsory arbitration procedure which would disregard all that collective bargaining has accomplished.

“The situation does not warrant seizure by the Government of the railroad properties. President Kennedy well defined the difficulties of such a course of action when confronted with a similar situation in July, 1963. He rejected seizure of the railroads ‘as creating complex legal and financial problems for the Government, and as merely postponing the day of reckoning . . .’”

Warning against the effects of a railroad shutdown, the President said, “We cannot leave ourselves vulnerable to the dangers of:

“A disruption in the flow of arms and material to the 500,000 valiant men in Southeast Asia who are making sacrifices greater than any of us are called on to make;

“Food shortages and health hazards in our cities;

“The paralysis of our economy;

“A rising tide of unemployment, as factory doors close for lack of raw material.”

President Johnson concluded:

“All Americans realize that there is a management interest and a labor interest. But there comes a time when the interest of management and the interest of labor must be the public interest.”

The bridge at Ashtabula

I t was a landmark for 60 years. Towering above the Lake Erie shore line at Ashtabula, O., the PRR ore bridge was 550 feet long and 110 feet high.

The structure supported machines that could load ore out of Lake vessels and transfer it to storage or into PRR cars for delivery to steel mills.

But after 60 years, the facility had become outmoded. It couldn’t meet today’s requirements for fast, high-volume loading and unloading.

The PRR decided to demolish the ore dock and the nearby coal dock, and replace them with an ultramodern coal loading facility, urgently needed for fast unit-train service.

And so the ore bridge was tagged for demolition. The photos, from the Ashtabula Star-Beacon, show how it was done:

“After the 1200 tons of steel came crashing down, I went over for a close look,” said Robert J. Clarke, engineer of bridges and buildings. “Amid all these twisted and torn girders was the control room. And inside, still hanging from the ceiling, was a 50-watt bulb—intact!”

Soon construction will begin on a $7½ million coal dock, under supervision of Howard M. Emery, the PRR’s resident engineer.

The new dock, expected to be ready next spring, will be able to transfer coal from storage piles or from unit trains directly into Lake vessels at a maximum rate of 8000 tons an hour.

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

After the PRR structure is completed, it will handle coal exclusively, while the Central’s pier will handle only ore.

The ore bridge stood on two ‘legs’ which rode on wheel trucks along two concrete runways. To prepare for demolition, the left end of the runway in the background was dynamited. Then cables were attached to the wheel truck farthest from view.

GOING...
AUTO EATER

Its appetite creates new freight for PRR

It's a monster.

Four stories high and 500 feet long, it's able to devour 500 automobiles in eight hours.

It's the new "auto eater" constructed by Pollock-Abrams, Inc., scrap-metal dealers, at the PRR's Girard Point Yard in Philadelphia. It cost about $3,000,000.

Technically, it's called an auto fragmentizer and it does just that—ripping automobiles into fragments.

In 50 seconds the average automobile shell is reduced to scraps of steel from one to eight inches long. A workman commented, "It comes out like cornflakes."

The scraps pour directly into gondolas to be hauled by PRR men to steel mills. One gon will hold the remains of 80 to 100 autos.

Interestingly enough, the fragments are ideal for contemporary art. In fact, Meyer Abrams, one of the operators, created two sculptures by welding selected fragments together. Art lovers bought one for $50 and the other for $100.

The "auto eater" is the answer to one of Philadelphia's pressing problems—disposal of abandoned vehicles. About 25,000 such vehicles are expected to be cleared from the streets this year.

Three PRR men helped the scrap metal company in the site selection—Frank E. Mills, sales representative; John M. Milward, Jr., assistant manager of industrial development; and William G. Davis, trainmaster.

"We showed Mr. Abrams several sites, but he fell in love with the one at Girard Point Yard," Mr. Mills said.

"Mr. Abrams came to us because he knew us," Trainmaster Davis explained. "Both Mr. Mills and myself have worked with him in the past through his scrap business."

To accommodate the new facility, the PRR lengthened and relined existing track, removed two small sections, and changed other trackage in the area. A new roadway into the Girard Point Yard office was constructed to by-pass the auto eater. Prior to being fed into the big machine, the vehicles are stripped of gas tanks, tires, engines, batteries and seats. These are processed at another location.

Two built-in cranes place the auto shells on a conveyor belt which takes them slowly up an incline and into the hammermill.

The hammermill, with large, sharp steel blades attached to a revolving cylinder, flails the autos into pieces. These are conveyed through a magnetic separation system, which removes the undesirable metal, upgrading the scrap steel.

The "clean" scrap is then conveyed through one side of the machine into waiting gondolas. The scrap is said to be 98 per cent pure steel and melts much easier because of the fragmentation.

The undesirable materials, including dirt, are moved out the opposite side of the machine. Workers pick through this, removing brass and copper scraps.

The remaining dirt and debris is being used as fill at the PRR Edge Moor Yard in Wilmington, Del. Said Mr. Milward, "You see, they're even using the squeal of the pig."
They’re fighting the Big Ditch

In Steubenville, Ohio, PRR Clerk John Tomochek asked his neighbors and local shopkeepers to sign his petition against the Big Ditch. At Mingo Junction, Ohio, yard crews were lined up to sign.

At Cleveland, Walter R. Hannay, assistant foreman at Kinsman Street Enginehouse, asked visitors to sign the petition. At Pittsburgh, Car Inspector Marion C. Lococo, local chairman of the Transport Workers Union, appealed to the Allegheny Labor Council and it voted firm opposition to the Ditch.

Some were of the scenes as the battle heated up against the Big Ditch—which is the nickname given to the proposed canal linking Lake Erie and the Ohio River. The canal would cut through the states of Ohio and Pennsylvania.

The crucial battleground now is Ohio. Governor James H. Rhodes has not yet announced his stand. The petitions being circulated by PRR people and other citizens in that State are addressed to Governor Rhodes and ask him not to endorse the vast expenditure of taxpayers’ money. Federal construction costs have been officially estimated at $1,000,000,000; but other costs over a 50-year period may be double that amount.

Governor Rhodes is studying a report prepared by the Army Corps of Engineers, favoring the canal project. He has until June 15 to express his opinion.

Railroad people and other citizens who oppose the canal have been writing letters to the Governor in addition to circulating petitions.

In Pennsylvania, Governor Raymond P. Shafer is known to oppose the canal. Petitions are being sent to him to show public support of his stand. The two U.S. Senators from Pennsylvania, Hugh Scott, Republican, and Joseph S. Clark, Democrat, are also against the canal. So is Ohio’s Senator Frank J. Lausche, Democrat, and a number of Congressmen.

It has been estimated that if the canal is built, 7500 railroad and dock jobs will disappear, because of diversion of traffic.

But the forces favoring the canal are strong and influential, pointed out Robert Williamson, PRR assistant district sales manager at Steubenville.

They have already been able to obtain a $500,000 appropriation from Congress to pay for preliminary planning.

And on May 10 and 11, hearings were held at Washington on a request for $2,000,000 more for engineering studies.

Vital to the fate of the canal is what stand the Governors and local officials will take, because Congress has stated: “Unless local interests agree to meet the conditions of local cooperation on this project, no construction can be undertaken.”

The direct costs that will be borne by communities and industries in Ohio and Pennsylvania will total $230,000,000, according to an estimate by the Army Corps of Engineers.

Independent experts have set these costs at $400,000,000.

“This money will have to be put up by the local citizens, in new taxes or bond issues,” Mr. Williamson points out, as he goes around with his petitions.

“And this is in addition to what we will have to pay as our share of the Federal costs. This disturbs a lot of people.”

In touring the Steubenville area, Mr. Williamson has found that “about six out of ten people sign the petition without hesitation.”

“This is similar to what Congressman J. William Stanton, who represents an area in the northern part of Ohio, found through a poll of the voters. Sixty-two percent were opposed to the canal.”

Mr. Williamson’s petition asks the Governor of Ohio to oppose the construction because of the numerous questions regarding the cost and usefulness of the canal that have not been answered.

It further states that local cooperation requirements are unclear, the local costs uncertain, and the identity of those who will be saddled with the costs unspecified.

“It will take a lot of these petitions to impress the Governor,” Mr. Williamson said as he walked to a mailbox.

After mailing an envelope full of petitions, he took a new one from his pocket, saying, “We don’t have much time before June 15 to let the Governor know how we feel.”

After a brief, thoughtful hesitation, he turned to the Pennsylvania reporter and said: “By the way—have you signed?”

Robert McCann signs the petition of John Tomochek, PRR clerk at Steubenville, while Bud Navington waits turn.

Mrs. Robert I. Medley, Steubenville, Ohio, signs petition of Robert Williamson, PRR assistant district sales manager.

Men of the hump crew at Mingo Junction, Ohio, wait their turn as L. A. Risden, scale master, signs petition against the proposed canal. He’s mayor of Brilliant, Ohio.

At a Steubenville drug store, Dominic Pizzola signs. Waiting their turn are Mrs. Jennie Jones and Helen Morris.

Dr. Benjamin Karp, a Philadelphia dentist, discovered that five pieces of luggage were missing when he arrived in Philadelphia after a trip from Florida on the East Coast Champion. He said that in making inquiries, he could find nobody “concerned or even courteous” until he spoke to Charles E. Watts.

Mr. Watts, who works as a baggage checkman, often handles Lost and Found inquiries during night hours. Dr. Karp wrote that Mr. Watts is “a gentleman, a most responsible human being. He was concerned—he called us back several times. The luggage was located. Mr. Watts was kind, courteous and considerate throughout the trying experience.”

Best foot forward

There’s a story about a man eating in a restaurant and asking a passing waiter, “Can you tell me what time it is?”—and the waiter replying, “Sorry, that’s not my table.”

The manager then nabbed the waiter and told him, “In this restaurant, any table is everybody’s table!”

Those are the sentiments, also, of Jack Molyneaux, clerk in the audit section of the PRR Revenue Accounting Department. Helping passengers, he believes, isn’t just the business of passenger department employees—it’s everybody’s business.

Riding from New York to Philadelphia recently, he was asked by a passenger how to get to the Paoli Local. The passenger, Mrs. Ethel O. Braun, later wrote the PRR:

“My Molyneaux not only directed me, but accompanied me to the platform. I was deeply impressed with his kindness and courtesy.”

Little acts of this kind, says Mr. Molyneaux, are what help bring more passenger business.

Riding a Jersey Shore train on the way to the New York docks and an ocean voyage, D. W. Sullivan, of Allenhurst, N. J., left behind a case of valuables. Porter Johnnie Baker, Jr., took care of it till he could turn it over to F. H. Bullock, assistant crew supervisor at Penn Station, who arranged by phone to have it returned quickly to the owner.

A letter “of deepest gratitude” commended the PRR personnel for going “way above and beyond the call of duty—and my respect for the Pennsylvania Railroad went up 1000 percent!”

Walter R. Hannay, assistant foreman, Kinsman Street Enginehouse, Cleveland, gets the signatures of shipper representatives.
OPEN LINE REPORTS FROM ALL OVER

To encourage rail service—State and local governments have tended to favor expressways over railways because the Federal Government has been contributing 90 percent of highway construction costs—in other words, 90 cents for every 10 cents put up locally. A similar 90-10 formula ought to be adopted for development of rail passenger service, said PRR Board Chairman Stuart S. Saunders. "This would be a real bargain for the taxpayers," he told a meeting of the Investment Bankers Association of America. "The tax dollar can buy up to 20 times as much mass transportation if invested in rail systems rather than in more expressways.

"In peak hours, one commuter train of eight or ten coaches can handle as many people as a mile of expressway three lanes wide."

Washington Terminal gets ready—Construction has started on a new high-level platform between Tracks 17 and 18 at the middle of Union Station. The platform will enable users of the new High Speed Line: New York, Newark, Trenton and Philadelphia.

The big cattle drive—The annual spring movement of cattle from the King Ranch, in Texas, to the Buck and Doe Run Valley Farms near Coatesville, Pa., was completed last month. Some 3800 head were carried in 189 cattle cars. The animals will be fattened for Eastern markets.

New tracks for Western Region—Service tracks into 25 industrial plants, warehouses and grain elevators will be installed this year. The locations are in Ohio, Indiana and Michigan. A new 12-track yard with 605-car capacity has been completed to serve the expanded Armeo Steel plant at Middletown, Ohio. Grading was done to provide for future enlargement to a 32-track yard, to serve an expansion of the plant expected to begin in 1970.

Visitors at Altoona—About 250 members of the Mid-Eastern Region, National Model Railroad Association, toured the PRR's Juniata Locomotive Shop on May 20. PRR officials were on hand to explain the operation of the recently modernized facility. The railfan group also visited Horseshoe Curve.

Dividend is announced—The PRR Board of Directors has declared a regular quarterly dividend of 60¢ per share, payable June 13 to stockholders of record May 19.

Merger progress—The United States Supreme Court has removed a possible roadblock on the way to the Penn Central merger. The Court on May 8 decided that the merger should not at this time be held up until final arrangements are completed for including the New Haven Railroad in the Penn Central system.

An investment banking concern had sought to delay the merger until the New Haven's case is completed. The Supreme Court's action was called a "favorable development" by PRR Board Chairman Stuart T. Saunders. He said, "It is another indication, I believe, of the Supreme Court's intention that the Penn Central merger should be consummated with as little delay as possible."
The Supreme Court, in a separate action on March 27, ordered the Penn Central merger delayed until the Interstate Commerce Commission decides the fate of Erie-Lackawanna, Delaware & Hudson and Boston & Maine, which are seeking inclusion in the new system. The High Court said that the I.C.C. probably could decide this matter by June, and that the Court's action thus would entail only a very short delay of the merger.

Programs at Sam Rea—The men of Samuel Rea Shop, Hollidaysburg, Pa., are rehabilitating 500 X-43 boxcars for use in appliance and food traffic, and 500 G-31 gondolas for general service. Future programs include the rehabilitation of additional boxcars and gondolas. Also scheduled is the rebuilding of 50 cabin cars. The program of the program of the U.S. Public Health Service.

Funds for the test will come from the Federal Government, the American Public Works Association and the program of the U.S. Public Health Service.

Next . . . a Trash Train?—The Federal Government is backing a three-year test of a proposal to use trains to haul trash and garbage from large cities to rural dumping grounds. The refusal could be used as fill to transform old open-pit mines into gardens, golf courses or even future suburbs, said Leo Weaver, chief of the solid wastes program of the U.S. Public Health Service.

Funds for the test will come from the Federal Government, the American Public Works Association and the program of the U.S. Public Health Service.

"With this connection through our entire lives, needless to say we are deeply involved and grateful that there is a Pennsylvania Railroad."

"Again we are gratified that after having seen the great days of railroad and the nadir of the industry, we have lived to see the renaissance of it."

"This country will always need great railroads like the PRR is and Penn Central will be."

"My deepest thanks to the Pennsylvania Railroad Co., to which our family owes so much."—Peter T. Coyle, Williamsport, Pa.
This is Damage Prevention Month. We’re putting on a special drive to prove that nobody can handle freight cars better than Pennsy people.

Of course, damage prevention is a year-round project for us. But this month we want to do so good a job of soft-handling cars that we’ll have the lowest number of impacts on record.

It’s quite an assignment. Can you make it? I’m cheering for you. And so are all our shippers.