Safe handling for $1,000,000 on a flatcar

Huge 13-ton mirror for giant telescope is lifted off the grinding table at the Corning Glass Works, in Bradford, Pa. It was velvet gloves all the way, as PRR people moved a “million-dollar baby” from Johnsonburg, Pa., to Pier 80 in Philadelphia. The “baby” was 144 inches in diameter, 20 inches thick and weighed 13 tons—all glass. It was the largest piece of fused silica glass ever made. It was officially identified as a mirror blank, built by Corning Glass Works, Bradford, Pa. Its destination was the Reosc optical firm in Paris, France. There it will undergo two to three years of grinding and polishing.

After that, it will be shipped to Chile, to form part of one of the world’s largest telescopes. The big load was delivered to the PRR by the Erie-Lackawanna Railroad at Johnsonburg, on the Northern Division. It came encased in ½-inch armor plate as protection against rock-throwing and BB-gun vandals. It rested on 8x12 timbers to absorb any shock, and the entire load, including supports, was welded to a depressed-center flatcar. When the shipment arrived on the PRR, Car Inspector A. H. Longhi measured it for clearance. George T. Devlin, supervisor of loading services, and Francis J. Faltz, supervisor of damage control, double-checked the load and arranged to ride with it.

The car was coupled at two miles per hour. It was carried over 341 miles of PRR track at speeds not exceeding 25 mph. In the yards along the route, the speed was 3 mph. All switching was done with engines attached and air brakes connected.

Joseph E. Eppley, supervisor of damage control, rode with the load from Harrisburg to Philadelphia. At Tidewater Yard, Conductor John E. Bulley’s yard crew was on hand to take over. “We wanted no mixup with this baby,” said Frederick J. Dallas, supervisor of damage control, Philadelphia Division. “The yard crew knew what was coming and how to handle it.”

Yardmaster Charles DeCosta was ready, too. Track 11, at the edge of the yard, was cleared and the load was spotted under the window of Trainmaster N. L. Bishop. “We felt better when we could see it,” Mr. Bishop explained. Julius Piroll, track foreman, had both ends of the track spiked so no other cars could run on it. The switch at the head of the track was blocked with a wooden wedge. For extra safety, the adjacent track was kept clear of cars.

The men at Tidewater watched over the $1,000,000 load for nearly a week till the ocean-going vessel was ready for it. Before moving it to the pier, Conductor Joseph J. Furey’s crew, with Engineman William B. Stone at the throttle, made a test run with their switcher along the ½-mile route, to make sure the track was clear and all switches were working properly.

When they came back, coupled up to the load and started out, they were accompanied, on foot, by Mr. Bishop, Mr. DeCosta, Mr. Dallas and several yardmen. PRR Patrolman Richard Tregman led the parade, clearing traffic. A PRR emergency truck followed. The ground escort watched closely as switches were crossed, ready to signal Engineman Stone at the first sign of trouble. A sharp watch also was kept for any close clearance. “Hold it!” exclaimed Mr. Dallas, as they approached the pier.

Some time between the trial run and the delivery, someone had parked an auto too close to the rails. Unable to find the owner, the PRR men pushed the car several inches to the side. And then the mirror was at the pier—right on schedule. Brakeman Walt Chryszanowski locked the wheels and Brakeman Charles Chobert chocked them.

Soon the mirror was hoisted aboard the ship. PRR people relaxed after a delicate job well done. For all this, the Railroad collected $541.87. “Not an awful lot,” Mr. Dallas said. “But we showed what a railroad can do. No other form of transportation could have handled it.”

Eventually, the big glass blank will be the reflecting mirror of a giant 144-inch telescope on La Silla Mountain in Chile.

Competition of the observatory is expected in 1972. It is being constructed jointly by Belgium, France, West Germany, the Netherlands and Sweden. The five nations agreed to establish the observatory in the southern hemisphere because nearly all the world’s large telescopes are in the northern hemisphere.

Corning is now fabricating a 152-inch mirror for the Queen Elizabeth II Observatory in Canada. “Some day,” said Mr. Dallas, “we may be doing this all over again.”

A large sigh as the $1,000,000 shipment goes aboard a vessel bound for France.
"Make the cars together easy"

The PRR message about careful handling of freight sounded a bit different when Professor Herman F. Schnitzel talked about it, but the gist was the same. As the professor expressed it in his Pennsylvania Dutch dialect: "Too much bumping ain't no good. Make the cars together easy."

Rocco D. Veltrie, relief car inspector foreman, was in charge. With an artistic flair, drew posters promoting personal safety and careful freight-handling.

A Division contest was held to name the car. The judges were union local chairmen. The prize of a $25 U.S. bond went to Trainman Stanley Lapatie for the winning name: "Safety CREWAdor." The name was applied on the sides of four freight cars.

"MAYDAY!"

His drill broke and ...

A few months ago, Ralph E. Donaldson installed a two-way radio in his panel truck. "Make the cars together easy," he pointed out.

He instantly relayed it to his wife Barbara, at home. She phoned police and firemen.

At night, he always wears goggles as well as protective netting.

"I don't know if I hit anything—it happened so quickly," he said.

"But there was no injury at all to my eye."

Mr. Miller had cooperated with Mr. Veltrie on an emergency call. It had to do with a stolen car. Mr. Veltrie radioed the alarm. Mr. Donaldson turned on the light for Yardmaster J. E. Beachler, and spotted the car on his way home. He blocked the car in an alley until the police came.

R. E. Donaldson has a 2-way radio in the family panel truck.

The exhibits consisted of a refrigerator, washing machine and stove—all damaged."You and I don't like the looks of that," said Robert W. Barcus—and neither did the housewives who refused to accept these appliances. That just illustrates the responsibility of the railroaders to deliver the freight in as good condition as when it was entrusted to our care by the shippers."

Mr. Barcus, supervisor of loading services, and J. E. Eppler, supervisor of damage control, stage-managed Professor Schnitzel's tour.

In addition to damage-prevention and safety meetings, the traveling schoolhouse will be used for Book of Rules and timetable instruction.
Shopcraft dispute: a variety of opinions

As June came in, Congress was trying to decide what to do about a possibility of a strike by the shopcraft unions against the Nation's railroads.

Eleven other unions representing more than 70 percent of railroad employees had already reached agreement on wage increases with the railroads.

The point at issue now was the shopcraft unions' claim that they were entitled to larger increases than the other unions. The shopcrafts argued that there was a gap between their wage rates and the wages for similar skills in outside industries.

Congress had before it a formula by President Johnson for settling the dispute between the shopcraft unions and the railroads.

He proposed that Congress establish a 90-day truce period. During that time, a 5-member Special Board would work with both sides to find a solution, and would thoroughly review a settlement proposal made earlier by a special mediation panel.

If no agreement is reached in 90 days, the previous proposal, together with any changes recommended by the Special Board, would go into effect. This would be binding on the railroads and the six shopcraft unions for two years (retroactive to January 1, 1967).

Government spokesmen called this "mediation to finality." Committees of the U.S. Senate and the House of Representatives held hearings on the President's proposal. They heard three basic points of view:

1. Government officials urged them to adopt the President's formula as the fairest solution to the public, the railroads and the shop employees.

2. Spokesmen for the railroad industry said they would go along with the President's proposal, but they also felt that a long-range plan was needed to prevent similar crises in the future.

3. Union spokesmen opposed the President's proposal. They said that Congress should let a strike take place, or else should authorize the Government to take over the railroads and run them until a labor contract is worked out.

Here were some of the things the Congressional committees heard from the witnesses:

Alan S. Boyd, U.S. Secretary of Transportation, testified that a railroad strike would have a "disastrous impact" on the Nation, and would affect "virtually every segment of the American economy and cause immeasurable hardship for most Americans."

W. Willard Wirtz, U.S. Secretary of Labor, said that "mediation to finality" was the best answer to the question: "How to achieve a settlement of this dispute without a railroad shutdown and at the same time not weaken the collective bargaining process."

Michael Fox, president of the AFL-CIO Railway Employees Department, declared that "mediation to finality" was really another name for compulsory arbitration.

"No matter how you slice it, it's still baloney," he said.

"What this bill proposes is a long step toward a police state, with the government using the threat of prison to make the railroad shopmen labor for less pay than they themselves could win by exercise of their economic strength."

Joseph W. Ramsey, vice president of the International Association of Machinists, declared:

"The railroad companies have wanted to settle on their own terms or not at all. They have tried to provoke a national strike call, hoping that you in Congress would pass a law depriving all railroad workers forever of their right to strike."

G. E. Leighty, chairman of the Railroad Labor Executives Association, asserted that President Johnson's proposal "rewards the corporations and punishes the working man."

"Compulsory arbitration is the road to serfdom," he said. "For the government to force private employees to labor for less than they could win for themselves as to enrich their private employers is a fascist arrangement. It is not an American arrangement."

J. E. Wolfe, chairman of the National Railway Labor Conference, was the chief spokesman for the railroad companies. He told the Congressional committees that the shopcraft unions have "rejected every settlement recommendation of every panel in this drawn-out dispute."

"This is why the dispute is before Congress and the Nation at this moment."

Mr. Wolfe said that while the railroads do not oppose the President's suggestion for settling the dispute, "we are disappointed that this proposal does not come to grips with a basic deficiency in the Railway Labor Act." A similar crisis "may arise at any time a union fails to bargain in good faith," he declared.

He suggested that the Railway Labor Act be amended so that an Emergency Board, appointed after direct bargaining has failed to reach a settlement, should have the power to make final decisions binding on the railroads and the unions.

Union leaders said that if they are permitted to call a strike, they would join in plans to transport shipments essential to the Nation's military operations and to public health. They presented this idea formally in a meeting with Administration officials at the Pentagon.

But after analyzing the proposal, Transportation Secretary Boyd stated it was "totally unrealistic."

"The suggested operation would create a situation which could only be described as chaos," Mr. Boyd said. "It would not result in the movement of essential defense or public health commodities on acceptable schedules."

"It is a virtual impossibility to segregate those materials and components that are associated with defense production, as opposed to commercial production, and to establish an administrative mechanism that would insure their timely and continuous flow."

Mr. Leighty replied that the government officials "were simply telling us it can't be done. That isn't the slogan of the Marines. I don't believe any unions anywhere have made a more generous offer than ours to prevent a strike from hurting our fighting men in Vietnam."

In trying to decide what to do about the entire controversy, Congress faced a June 19 deadline.

A strike ban previously imposed by Congress was scheduled to end at 12:01 A.M. on that date. The shopcraft unions would then be free to strike—unless Congress took action.

Pleasant outcome of a pleasant train ride

Trainman Herbert later explained that he was impressed by the fact that in such a large group, not a single individual was unfriendly or difficult.

"They were interested in our operations," he added. "They asked numerous questions, such as about the power in our overhead trolley wires. They were surprised to hear it was 11,000 volts."

"I showed an interest in their company, too. I told them I knew about their copying machines. A good product, I said. "When they got off the train at Washington, many of them thanked me for a nice trip. I realized afterward that they ought to be thanked—I mean, for being so pleasant and easy to serve, and also for taking a PRR train instead of an airliner."

"That’s how I came to write the letter. I’m glad it was so well received.”

Trainman Herbert, of the New York Division, says that he always tries to serve passengers in a polite and friendly way. He recalls a pleasant experience he had:

"When I wrote a letter to PRR headquarters, Trainman Herbert later explained that he was impressed by the fact that in such a large group, not a single individual was unfriendly or difficult. They were interested in our operations," he added. "They asked numerous questions, such as about the power in our overhead trolley wires. They were surprised to hear it was 11,000 volts."

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"That’s how I came to write the letter. I’m glad it was so well received.”

"Must be one of the new freight classification yards."

Downloaded from http://PRR.Railfan.net
Test train makes spectacular debut

156 MPH

The loud speaker boomed through the four-car train:
“Milepost 36. One hundred fourteen miles per hour.”

A short time later:
“Milepost 37. One hundred twenty-five miles per hour.”

The speed—and the excitement of the passengers—continued to mount as the special test train streaked across the New Jersey flatlands.

“Milepost 38. One hundred thirty-five miles per hour.”

Standing beside the engineman at the head end, Charles H. Gaut, division engineer of the Northeast Corridor Project, continued to announce the speeds as the train blazed past each milestone.

140 miles per hour ... 150 ... 154 ... and then finally:

156 miles per hour!

The fastest run ever on the PRR.

“And look at me—I’m not even swaying,” said Kenneth B. Ullman, a Government engineer, as he stood in the middle of the car, not holding on to anything.

It was a dramatic climax to the first public performance of the high-speed test train. Aboard the four cars were more than 100 reporters and cameramen from newspapers, radio and TV, and about 50 officials of the Federal Government, the PRR, and the supplier companies participating in the project.

“A very, very successful run,” said Dr. Robert A. Nelson, director of the Office of High-Speed Ground Transportation in the U. S. Department of Transportation.

Engineman Elton B. Selover, who showed up for the test run in a maroon blazer with brass buttons, commented: “A very good ride—real easy and quiet—the public’s going to like these trains.”

His prediction seemed to be confirmed by the newsmen.


“Experimental Train a Blazing Success,” said the Newark News.

And an Associated Press dispatch told the nation’s newspaper readers:
“Traveling 156 miles per hour on a railroad track—nearly double the fastest speed on any American train—can be safe, very smooth and unusually quiet, the Federal Government showed in the first public test of its $1 million experimental train.

Unless the passenger looked out the window to watch the countryside flash by, he didn’t realize how fast he was going.”

The test run was conducted on a 21-mile stretch of track between Trenton and New Brunswick, N.J.

PPR men had upgraded the track by installing welded rail and thousands of new ties, replacing interlockings, and replacing the overhead electric power lines with a new, heavier wire.

The test cars had been running back and forth along this stretch of track since the start of the year. The cars were built for the Federal Government by the Budd Company. They are really rolling laboratories, packed with recording instruments, which can simultaneously measure more than 150 different aspects of the ride—from vibration and air pressure to wheel slippage and panograph wiggle.

The cars are stripped-down models. They bear little resemblance to the 50 luxury cars now being built by Budd for the revenue service which will begin around the end of the year.

Many of the newsmen had to sit on rows of concrete blocks, which were placed in the cars to counterbalance the weight of the recording instruments.

“In view of such primitive riding conditions, their enthusiastic reports on the quality of the ride was very gratifying,” said James W. Diffenderfer, PRR assistant vice president, tells newsmen about PRR’s large investment in the high speed program.
Miss Transportation is a Mrs. this time

A celebration without a pretty girl is like champagne without bubbles. So when officials at Fort Wayne, Ind., planned their observance of National Transportation Week, naturally they sought a queen to reign during the celebration.

Candidates from many transportation companies entered the contest. A PRR girl won.

Mrs. Sandra Jean McCombs, clerk-stenographer to the division operator, was crowned by City Comptroller Ivan McGaffney. In recognition of her marital state, she was called Mrs. Transportation, instead of the usual Miss.

"When I was named the winner, I just went numb," said the 20-year-old PRR girl.

Then came a whirl of activities. She led a parade that marked the start of the week’s celebration. She cut a ribbon officially opening an exhibition of equipment from the major transportation companies, including the PRR. She represented the entire transportation industry in personal appearances and on television.

During the judging, Mrs. McCombs, who is 5 feet 3 and 110 pounds, wore a green and blue paisley-print cocktail dress with matching shoes and long white gloves. The judges included a former Miss Fort Wayne.

"It was all very thrilling," Mrs. McCombs said. "After I appeared on television, all my relatives and friends called me up. I never received so many phone calls."

In her off-duty hours, Mrs. McCombs water skis at Lake Hamilton, loves to cook out, and is a member of the choir and women’s guild of Peace Lutheran Church. Unfortunately, her husband John missed all the festivities. While she was reigning as Mrs. Transportation, he was serving six months’ active duty with the U.S. Army Reserve at Fort Leonard Wood, Missouri. In civilian life he is a salesman with Lutheran Brotherhood Insurance.

The contest and the week’s activities were sponsored by the Chamber of Commerce Transportation Committee, Fort Wayne Area Traffic Managers Association, Women’s Traffic Club of Fort Wayne, Fort Wayne Transportation Club, and Delta Nu Alpha Fraternity.
CIVIC MAGIC
Turning an eyesore into a playground

Tot Lot is the catchy name for a very catchy idea—miniature playgrounds in heavily populated areas. Preston R. Cannon, Sr., recently helped make the idea a reality in his neighborhood.

Mr. Cannon is a PRR mail coder. He routes the flow of mail sacks at 30th Street Station, Philadelphia. In his neighborhood in South Philadelphia, there wasn’t a playground within ten blocks.

He heard complaints from the neighbors about that. His eldest daughter, Mrs. Francine Cohen, who has two children of her own, also commented about the lack of recreational facilities.

Then his other daughter, Adrienne, 15, told him about a vacant lot nearby which she thought could be turned into a playground.

That’s when Mr. Cannon sat down and wrote a letter to Mayor James H. J. Tate. The Mayor promptly wrote back and said the vacant lot Mr. Cannon wrote about wasn’t available for use, but there was another lot, owned by the city, not far away.

To turn it into a Tot Lot, there would have to be a neighborhood association to sponsor it. So Mr. Cannon talked to his neighbors, and the Federal Street Improvement Association was born. He was chosen as chairman.

The 15-by-96 foot lot was leased to the association, without fee, under the Land Utilization Program.

The lot was in delapidated condition,” Mr. Cannon says. “A residence had been torn down, and debris was strewn all around. We cleaned it up, raked it up, and installed Belgian blocks in the front.”

Then City workers planted grass and trees. They walled off the rear of the lot. And they installed a sliding board, monkey bars, climber, and a slide.

Members of Mr. Cannon’s association helped.

“We all worked hand in hand to get it finished,” he says.

Mr. Cannon, in addition to his two daughters, has a son, Preston, now in the Army.

“I’ve always been interested in education and recreation for young people,” he says. “I feel we have to have recreational facilities for youths to throw off energy, or it will blow up and you will have trouble.”

Mr. Cannon is an alumnus of the high school department of Delaware State College, at Dover, Del.; and he completed two years of college at Delaware State and at A. and T. College, Greensboro, N.C.

Since the opening of the Tot Lot, Mr. Cannon and his association have begun raising funds for “Treats and Trips” for neighborhood children. They are also working to clean up and improve the area.

“Our purpose,” he says, “is to make our neighborhood a better place to live.”

CLOSE-UP: Mr. Cannon and his friends.
Gas turbine train being tested—While the PRR is testing its electric-powered high-speed cars, another kind of passenger train is being tested for use on the New Haven Railroad. This train, designed by United Aircraft Corporation and built by Pullman-Standard, is powered by a gas turbine engine somewhat similar to the kind of engine used on jet aircraft. A hot blast of gases from burning jet fuel is driven through the vanes of a turbine, causing it to revolve. This motion is transmitted through gears to the driving wheels.

The railroad will be试验ed at a speed of 160 miles per hour—the same as with the PRR high-speed cars—is expected powered by a gas turbine engine somewhat similar to the Aircraft Corporation and built by Pullman-Standard, is other kind of passenger train is being tested for use on city transportation in the crowded Northeast.

The PRR and ingot molds—Back in 1965, the PRR and the Louisville & Nashville Railroad reduced their joint rate on transportation of steel, in the form of ingot molds, from Pittsburgh to Steelton, Kentucky. They set their rate at $5.11 a ton, the same as the rate charged by the barge and truck route.

The Interstate Commerce Commission first approved the new railroad rate, but later ordered it canceled. It decided that when all costs are considered, including all overhead, the barge-truck route will have a lower cost figure than the railroads, and therefore the railroads' charge for hauling the steel should be higher.

The PRR and the L&N took the matter into court. Forty-eight other railroads were permitted to intervene on their side. The Department of Justice, on behalf of the U.S. Government, confessed error, and filed a brief opposing the I.C.C. order.

Last month, a three-judge Federal court at Louisville, Ky., overturned the I.C.C. ruling. The judges said that the ruling "lacks a rational basis," and appears to be aimed at holding the railroad rate high to protect the traffic of a competing form of transportation.

Government studies railroad mail—The Post Office Department has started a study of mail movements on all Pennsylvania Railroad post office cars to determine if the mail could be handled at less cost by other forms of transportation. The PRR and other railroads have already moved a substantial amount of mail through shifts to airline and truck transportation.

President blocks O.R.C.B. strike—President Lyndon B. Johnson appointed an Emergency Board on May 30 to forestall a strike by the Order of Railway Conductors and Brakemen. The union does not represent any PRR employees, but it has members on 75 other railroad systems and could affect freight traffic interchanged by the PRR and those railroads.

Named to the Board by the President were Monsignor George G. Higgins, director of the National Catholic Welfare Conference, and two professional arbitrators, Lloyd H. Bailer, of New York, and Rolf Valtin, of Washington.

Appointment of an Emergency Board automatically puts off strike action for 60 days—until August 1—while the Board members investigate the dispute and make recommendations to the White House, and the parties have an opportunity to continue bargaining.

Why railroads seek rate boost—The railroads of America have asked the Interstate Commerce Commission for authority to make a general increase in freight rates, ranging from one-half cent to 3 cents per 100 pounds. The Eastern and Western railroads filed a joint petition. The Southern lines filed a separate petition with many exceptions to the proposals of the Eastern and Western lines.

The petition pointed out that wage increases they have recently granted and the higher prices of the materials and supplies they use will raise their costs this year by about $444 million. The proposed rate increases will fall far short of meeting these added costs.

It was stated that the net working capital of the railroads at the end of 1966 was the lowest of any year since World War II; and the situation has undoubtedly worsened during the first quarter of 1967, when the earnings of American railroads fell 33 percent.

On the Eastern railroads, the drop in earnings was much higher than the national average—66 percent.

The petitions noted that the railroads have been making substantial outlays on improvements and modernization, program "vitally necessary in the interests of the commerce of the United States and in furtherance of the National Transportation Policy." They emphasized that this improvement program cannot be maintained "in the face of the financial returns which the petitioners are now experiencing and which will continue" without the proposed increases in rates.

P.R.R. testing its electric-powered high-speed cars—An-the New Haven Railroad. This train, designed by United-the same as with the PRR high-speed cars—is expected powered by a gas turbine engine somewhat similar to the Aircraft Corporation and built by Pullman-Standard, is other kind of passenger train is being tested for use on city transportation in the crowded Northeast.

"I find Pennsy a very interesting and entertaining magazine to read. Keep up the good work."—Ben Thorne, Lawnside, N.J.

"You are in error on the history of the time changes. (The May 15 Pennsy said this is the first time that official railroad clocks were moved an hour ahead.)"

"As I recall, we set our watches ahead for most of the time in World War 2, for daylight saving. This was a wartime measure—I believe signed by President Roosevelt."—Fred J. Oettle, Buffalo, N.Y.

"We are delighted with the article on Mr. Carnegie and the Hero Fund (in the May 1 Pennsy) and appreciate your thoughtfulness in the matter."—David B. Oliver, manager, Carnegie Hero Fund Commission, Pittsburgh.

"On behalf of my family and myself, I want to thank you for the lovely article in the May 15th issue ("Mother of Six"). I know there are a lot of pros and cons about working mothers; however, I really don't think my children have suffered too much. We have a pretty close-knit organization. Each night at the dinner table, we go over the children's events for the day and we keep a pretty close tab on their school work and problems. We usually decide major issues by vote."—Betty Reid, Indianapolis, Ind.

That trophy gets around—it's the Careful Handling Award, or, unofficially, the Silver Bocor, and it's presented each month to the PRR Division with the greatest improvement in careful car handling. Here Miss C.H. presents it to men of the New York Division at Greenville Yard, New Jersey. Since then, the winners have been the Fort Wayne and Allegeny Divisions.

P.R.R. is criticised for pollution—New York State and Federal authorities have filed complaints against the P.R.R., charging that oil from the P.R.R. engine house at Ebenezer Junction, N.Y., has seeped into the ground and found its way into Buffalo Creek, a tributary of the Buffalo River. A State Health Department study indicated that oil could have been carried by ground and found its way into Buffalo Creek, a tributary of the Buffalo River. A study of the pollution problem, however, that the Pennsylvania was not the sole contributor to oil pollution in the Buffalo harbor.

Richard C. Ambelang, superintendent of the P.R.R.'s Northern Division, promptly said the Railroad "is taking steps as of this moment" to prevent any oil seepage. A study indicated that oil could have been carried by rain into a nearby ditch, and from there into Buffalo Creek.

At a hearing in Federal Court a week later, a P.R.R. attorney stated that no oil is now seeping into the river from the P.R.R. installation, and that necessary steps are being taken to prevent any further pollution. The P.R.R. was granted two weeks to study the matter further before making a formal reply in Federal Court.

Against the 'Ditch'—Opposition continues to mount against the proposal to build a canal linking Lake Erie and the Ohio River.

Senator Frank J. Lausche, Ohio Democrat, and Senator Hugh Scott, Pennsylvania Republican, asked a Senate subcommittee to reject a request for $2 million for further planning. Senator Lausche said "local interests," except in Youngstown, Ohio, were opposed to the project, and it would be harmful to Ohio and the Nation. Senator Scott remarked that it might be cheaper to move Youngstown to Lake Erie than build the canal.

Raymond P. Shafer, Governor of Pennsylvania, wrote to the Chief of Army Engineers: "We are convinced that the project is so wholly devoid of merit that the Commonwealth of Pennsylvania will not provide any of the local cooperation required."
POWER TO MOVE AMERICA

Fast-moving diesels, thousands of horsepower—strong, streak out of the horizon at daybreak. Colossal new diesels like this power the trains that move America’s food...fuel...raw materials...manufactured products. ☐ The efficiency of this power helps hold down the cost of living. ☐ Railroads are constantly developing new ways to serve our growing transportation needs...helping keep America on the move.

ASSOCIATION OF american railroads