Notice

We have addressed a letter to Gov. Rhodes asking him to oppose the construction of the Lake Erie-Ohio River Canal. Please lend a hand.

See Page Seven
We just don't want them playing around railroad tracks

Come summer, Frank J. Holslag’s biggest headache is: Kids.

Don’t get him wrong. He likes children. He has two young grandsons whom he spoils with affection and gifts.

But there’s one thing he tells them sternly and frequently: “Don’t ever play around railroad tracks.”

Mr. Holslag, PRR manager of security, wishes that more children heard that warning.

“Accidents would be prevented and lives would be saved if parents would express to the youngsters that a railroad yard is a dangerous playground,” Mr. Holslag says.

“PRR people can help spread this vital message. We have radio cars on patrol in a number of cities. If we get the word in time, we may be able to reach the scene before the culprits run away.”

The old game of “chicken” still hasn’t died out, Mr. Holslag says. It takes varying forms. Sometimes boys will stand on a track, hoping to force the engineman of the approaching train to put on the emergency brake before they jump out of the way. Sometimes the game takes the form of trying to beat a train to a crossing.

At Newark, Del., several boys in an auto tried another version. They deliberately parked the car on the tracks and the auto suddenly spurred off the tracks.

Often the children don’t have the knowledge that they’re playing with dangerous things, Mr. Holslag points out.

At Xenia, Ohio, for example, three boys—aged 4, 5 and 6—placed 35 railroad spikes on a rail. Luckily, they were discovered before a locomotive came by. The pieces of metal could have been sent flying like bullets.

“Don’t try to seize the suspect yourself. That can be dangerous to you. It’s our job. By notifying us right away, you help us do our job more effectively.”

Trainman L. H. (Pete) Bauer advises young trespasser to find a safer place to play.

“If you see any criminal activity on the Railroad, call PRR police or local police,” Mr. Holslag urges.

“If the suspect is obviously getting away before police can arrive, you can help a lot by being able to report a good description—face, hair, build, clothing—and the exact location where you saw him.

“This may be enough to enable us to apprehend him.”

On The Way Up

“Don’t ever play around railroad tracks.”

Herbert, P. Requisition Marker, Philadelphia

Chief of Maintenance of Way Officer

Gilliam, M. C. Supervisor-Brown Hoist #1

Inter-Reg. Dist. I

Pavick, G. Supervisor-Brown Hoist #2

Inter-Reg. Dist. II

Woldron, E. J. Supervisor—Train #1

Inter-Reg. Dist. II

Sherbondy, K. C. Supervisor—Train #2

Inter-Reg. Dist. III

Sapp, F. E. Supervisor—Rail Train #3

Inter-Reg. Dist. III

Herdin, J. T. Examiner Personnel, Chicago

Hensel, J. K. Special Accounting Ledgers, Chicago

Honig, R. D. Office Manager, Personnel, Chicago

Lockwood, C. R. Special Examiner, Personnel, Chicago

Patterson, W. H. Budget Analyst, Chicago

Schwartz, W. L. Cost Analyst, Chicago

Buckeye Division

Bucks, R. L. Assistant Motive Power Foreman, Cincinnati

Hardwickes, W. T. General Foreman Track, Cincinnati

Chicago Division

Paisley, M. E. Superintendent, C & S. Pittsburgh

Fort Wayne Division

Tusing, M. J. General Foreman Track, Crealine

CENTRAL REGION

Keorna, R. A. Inspector—C & S. Office

Engineer, C & S. Pittsburgh

Panellet, G. W. Office Engineer—M. E., Pittsburgh

Allegheny Division

Hepburn, J. C. Motive Power Foreman, Lewistown

Sill, J. B. Asst. Supervisor—Track, Johnstown

Leke Division

Ahertson, G. I. Superintendent, Erie Division

Ashaltubla

Banke, D. Accounting Asst.’s Train Master

Ashtotuba

Rakke, A. Accounting Asst.’s Train Master

Cleveland

Terman, V. L. Train Master

Roter, T. Personnel

Terziu, V. L. Train Master

Zemanick, S. A. Asst. Supervisor—Train, Pittsburgh

EASTERN REGION

Kwasky, E. B. Assistant Accounting Analyst, Philadelphia

Shuma, A. E., Jr. Assistant Supervisor M U., Equipment, Philadelphia

Volpe, C. N. Accountant (A.)

Harrischburg Division

Adams, J. E. Assistant Track, York

Chapman, D. E. Assistant Car Foreman, Enola

Campbell, C. C. Assistant Car Foreman, Conway

Christy, P. P. Assistant Track, Pittsburgh

Majdanik, J. A. Assistant Car Foreman, Conway

Moon, T. L. Assistant Track, Pittsburgh

Rondalle, J. F. Assistant Track, Pittsburgh

Sanz, D. D. Assistant Track, Pittsburgh

Nerrey, J. T. Assistant Track, Pittsburgh

Terziu, V. L. Train Master (Night) Conway

Zemanick, S. A. Assistant Track, Pittsburgh

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Original document from the collection of Rob Schoenberg
Rare Sale:
PRR Used
Silverplate

Distinctive additions to your dinner table... rare railroad mementoes... these surplus tableware items from the Dining Car Department are offered for sale while quantities last.

Made of nickel-silver, with satin-finish silverplating, the items carry the PRR key-stone or monogram. There is one New York Central item, coffee pots (G).

All the items are used; many are dented and in need of repair or re-silvering. All are sold “as is”—no returns.

All are in limited quantity. Send check or money order early—made out to Pennsylvania Railroad Company. Please include any sales tax required in your area. The Dining Car Department will pay the mailing cost. Use coupon at the right.

<table>
<thead>
<tr>
<th>QUANTITY</th>
<th>ITEM</th>
<th>PRICE</th>
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<tbody>
<tr>
<td>628</td>
<td>Menu and pencil holder (A)</td>
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<tr>
<td>148</td>
<td>Finger bowl frame (candy dish) (B)</td>
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<tr>
<td>216</td>
<td>Old style cream pitcher (C)</td>
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<tr>
<td>242</td>
<td>Broadway pattern sugar bowl (D)</td>
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<td>164</td>
<td>Old style sugar bowl (E)</td>
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<td>77</td>
<td>Syrup pitcher with base (F)</td>
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<td>273</td>
<td>Coffee pot from New York Central (G)</td>
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<td>140</td>
<td>Crumb knife (H)</td>
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</tr>
<tr>
<td>170</td>
<td>Old style PRR coffee pot (I)</td>
<td>$3.25</td>
</tr>
</tbody>
</table>

| 43       | Supreme Dish tureen with cover | $6.50 |
| 35       | Table water pitcher, 2-quart size | $12.50 |
| 20       | Hors d'oeuvre tray              | $10.00 |
| 20       | Ice bowl                       | $8.50 |
| 33       | Individual sauce boat          | $4.00 |
| 45       | Dish for butter chips          | $1.25 |
| 59       | Soup ladle                     | $1.25 |

Items Not Shown

43  Supreme Dish tureen with cover $6.50
35  Table water pitcher, 2-quart size $12.50
20  Hors d'oeuvre tray $10.00
20  Ice bowl $8.50
33  Individual sauce boat $4.00
45  Dish for butter chips $1.25
59  Soup ladle $1.25

Mr. Paultz’s feathered friends

How young can an old man be?

It’s hard to say when you’re talking to Albert Pautz, retired PRR yardmaster at Elmira, N.Y. He’s 92, but he sounds as if the numerals should be reversed.

He has the liveliness of a 29-year-old. His manner is jaunty, his conversation as topical as today’s newspaper.

“Birds, pets and flowers keep a person young,” he says.

He’s been surrounded by such things for the past 30 years.

He started raising birds—pigeons and pheasants—soon after his retirement in 1938 at 63 years of age. He had worked on the PRR 37 years.

His activities soon interested the local humane society. It brought him animals, too.

Recently the pens at his home were filled with these pets and they overflowed onto his farm in Gillett, Pa. Here he housed deer, swans, peacocks, quail, wild turkeys, chukar partridge, pheasants, and finches.

He and a friend, Harry Maynard, took care of them. Mr. Pautz also managed to find time to exhibit his show pigeons and pheasants. The standout was a prize pheasant, a Lady Amberst male. With this bird, he won the championship blue ribbon and $100 for the most perfect male of the birds at the 1953 New York State Fair. He also won blue ribbons at York, Columbia and Allentown, Pa.

“It was a lot of fun raising the birds and then seeing them win prizes,” Mr. Pautz said.

“But two years ago, I had a stint in the hospital, and I had to give up going to the shows. I gave most of the birds and animals $0 Harry, but I still keep about eight different breeds of pheasants.”

Mr. Pautz then concentrated on gardening “to get outside.”

“I’m like old man river, I just keep digging along,” he says.

His neighbors now consider his home the showplace of the neighborhood. His lawns are edged with a brilliant display of roses and other flowers.

The display has attracted the painting club of Elmira College. The members come to photograph the flowers, then paint them in school.

The college’s bird club also comes to his home to study the pheasants.

“The young people help me stay young, at least in the mind,” Mr. Pautz says.

His health, at 92, is “real good one day and a little off the next, but I have no complaint,” he says.

“I’ve seen everything I’ve wanted to. The Lord has been good to me.”
“If it’s scrap, let’s scrap it!”

They dropped the rusted chunk of steel in the scrap bin. “I’m sure glad to see it go,” said Robert Addison, electrician helper in the Kinman Street Enginehouse at Cleveland, Ohio.

John T. O’Keefe, gang foreman, added: “We won’t have to walk around that again.”

It was a scene that’s being repeated many times, all over the PRR system, as a continuing drive is pushed to gather scrap metal.

Safety and salvage are the twin purposes. Employees in shops, yards and storehouses are joining in the campaign, either by actually collecting scrap or reporting possible scrap sources.

Each Region has a Scrap Drive Committee headed by maintenance-of-equipment and maintenance-of-way men. There is a similar committee on each Division, and there are subcommittees in each foreman’s area all over the Pennsylvania Railroad System.

“We need everybody’s help in this hunt for scrap,” said W. E. Lehr, chief mechanical officer, who recently was awarded the degree of “Doctor of Alchemy” in recognition of his efforts in coordinating the scrap campaign.

“If you know the location of scrap metal, report it promptly to your supervisor.”

“We’re questioning any object that hasn’t moved lately or has dust on it.”

The results so far, he said, have been cleaner work areas with less danger of tripping or other safety hazards.

The campaign has also resulted in better “housekeeping,” a better public appearance for Pennsylvania Railroad facilities.

And the sale of scrap has brought the Railroad cash that can be used for purchase of new equipment or other operating purposes.

Larger items of scrap are collected in gondolas and taken to the PRR scrap dock at Hollidaysburg, Pa. There the pieces are sorted and graded, and then are sold to the highest bidder for each grade.

Smaller items are often sold locally to dealers, who regularly remove filled scrap bins and then return them empty.

Multiple-unit car and electric locomotive motors which are no longer usable are sent to the PRR shop at Wilmington, Del. There the iron and steel parts are separated from the other metals for sale to bidders.

Obsolete freight and passenger cars that can’t be repaired to meet the strenuous requirements of PRR service are often sold “on the hoof.” Some are later rebuilt by the purchaser for smaller railroads where the service requirements aren’t so demanding.

Obsolete locomotives are often handled similarly, or are traded-in to the locomotive builders when the PRR acquires new modern units.

Cars and locomotives that are to be cut apart are sent to Hollidaysburg. Usable wheels, truck sides, couplers, air-brake material and other parts are salvaged for reuse, or are sold or traded to other railroads or car-builders.

“Thus, whether the stuff is good enough for re-use or suitable only to be melted down, we want to clear all scrap off our railroad,” said Mr. Lehr.

“We welcome everybody’s help. If it’s scrap, let’s scrap it!”

At Hollidaysburg, Pa., J. Laskowski and M. Evennoch use torches to cut up an old car.

At 46th St. Enginehouse, Phila., Albert Thompson fork-lifts scrap into gondola.

At Purchasing Department, P. E. Campis and D. A. Loughran handle sale of scrap.

At Hollidaysburg Reclamation Plant, J. A. Manna sorts out classes of scrap metals.

At Hollidaysburg, T. F. Porter signals Crane Operator L. W. Healey to load outbound scrap.

At Philadelphia, Theodore B. Harris gathers scrap metal from a wheel lathe.

At 46th Street Phila., Charles Kennedy found some scrap while going through the yard, brought it to the scrap car.

At Samuel Rea Shop, Hollidaysburg, Pa., E. L. Hile operates machine that removes worn-out wheels from freight-car axles.
National honor comes to 113-year-old

HORSESHOE CURVE

Pennsylvania Railroad people have felt for years that Horseshoe Curve was a historic site. So have many thousands of PRR passengers, and so have many thousands of tourists.

Now it's official—the Federal Government thinks so, too.

Last month the Curve was officially designated as a National Historic Landmark by the National Park Service of the United States Department of the Interior.

A bronze plaque, declaring that the site "possesses exceptional value in commemorating or illustrating the history of the United States," was presented to George M. Smith, general manager of the PRR's Central Region, aboard a Horseshoe Curve special train.

Making the presentation was Gustaf P. Hultman, superintendent of the National Park Service, during a stop at Johnstown, Pa.

The special train proceeded to Horseshoe Curve, where it was greeted by a delegation of civic leaders. Mr. Smith turned the marker over to the City of Altoona for public display at the site, which is maintained as a park by the City and is visited by some 75,000 tourists each year.

A certificate signed by Stewart L. Udall, Secretary of the Interior, was presented earlier in Philadelphia to Allen J. Greenough, president of the Pennsylvania Railroad.

Horseshoe Curve is a three-mile line which made possible a direct rail segment through the Allegheny Mountains to link the seaboard with the Middle West. It has been recognized as an engineering triumph since its completion in 1854. No route more practical for a rail line has ever been found across the Alleghenies.

Located about five miles west of Altoona, Horseshoe Curve solves the problem of carrying the four-track PRR main line across a valley which otherwise would have to be bridged on a grade too steep for practical railroading. The line was built by John Edgar Thomson, then chief engineer of the PRR and later its president from 1852 to 1874.

The all-rail route replaced a state-owned system of canals and railroads, opened in 1834. Passengers on this earlier system left Philadelphia at 8 A.M. and arrived in Pittsburgh the afternoon of the fourth day. The Pennsylvania Railroad, incorporated in 1846, reduced travel time from four days to 13 hours. It has since been halved to 6½ hours.

The builders of Horseshoe Curve blasted away the face of Kittanning Mountain, and used the thousands of tons of rock to fill in the ravines on either side. This provided the base for tracks to curve around from one side of the valley to the other in a semicircle 1300 feet across, at a grade of only 77 feet per mile. The Curve was opened for use on February 15, 1854.

Today, scores of freight and passenger trains round the Curve daily in an unmatched display of modern railroading.

Drawn by this sight, and by the breath-taking natural beauty of the valley, visitors make their way to the Curve over a paved road which follows an old Indian trail. There they also can see on display a K4 steam engine, presented by the PRR to the city of Altoona as a memorial to the Age of Steam.

At Horseshoe Curve event: G. P. Hultman, superintendent of the National Park Service; J. C. White, manager, Heavy Repair Shops; J. E. Holtzinger, publisher, Altoona Mirror; W. D. Murphy, superintendent, Allegheny Division; M. G. Smith, general manager, Central Region; and Councilman M. L. Ellis.

Shoppers get a look at the PRR

It looked as if thousands of people had suddenly become engineers—they were all wearing the traditional striped caps.

But the caps were cardboard. And the whole thing was part of a four-day "Railroad Jam-boree" at the Northern Lights Shopping Center in Baden, Pa., Beaver County, northwest of Pittsburgh.

Since the largest single enterprise in Beaver County is the PRR's Conway Yard, the publicity for the big sale event was geared to railroad themes. More than 10,000 of the cardboard engineers' caps were given away. Clerks in some stores wore caps and bandanas.

A public address system piped locomotive sounds through the shopping area, as well as railroad songs and announcements of a PRR display.

This consisted of photographs and posters inside a PRR cabin car (left) spotted at the shopping center. Some 3000 people visited the cabin car.

The PRR offered a free bus tour of Conway. More than 500 took advantage of this opportunity to visit the world's largest pushbutton freight yard.
Walter Sonneberg, 93, was brought by his nurse, Louise Moule. They chat with Three retired chief accountants: Michael Cohen, J. W. Murphey, Harry Campbell.

Mr. Cottom is a retired PRR car inspector who rebuilt his life after losing his legs in an accident.

Mr. Cottom expresses his outlook like this: "I'm not handicapped—I'm just slowed down."

The only thing I can't do is climb ladders—and who likes to wash windows, anyway?"

His accident occurred on February 19, 1957. He had gone to a private siding of an electric power company to check on a defective hopper car. After finishing his job, he was crossing the tracks to go to the plant office and report what he had done.

At that moment, a switching locomotive—operated by a power company employee, not a PRR man—shoved a cut of cars.

Mr. Cottom was knocked down under the car wheels. His left leg was severed below the hip, his right leg below the knee.

He was confined in Community Hospital for 10 months, longer than any other patient on the hospital's records. He had nine operations.

"The hospital treated me royally," he says. "And my wife was a constant source of strength and encouragement. She visited me every single day I was in the hospital."

As he convalesced, Mr. Cottom started his own program of work therapy. First he knitted an Afghan blanket. Then he wove fishing nets for friends. Soon he was studying woodcarving, and displaying striking talent (see photo).

He built a playhouse for his granddaughters while still in a wheelchair.

He drives a car, outfitted with a hand-operated accelerator and brake. He does outdoor work at his daughter's woodland cottage, chopping trees, cutting firewood, digging roads.

And in his free time, he visits hospitals to cheer and encourage patients with disabilities like his.

Mr. Cottom has an almost constant smile. People who want to feel sorry for him find they can't. He appears to be having more fun than they are.

How to keep from growing old

When Walter Sonneberg showed up at the Veterans' dinner and dance, old friends clustered around him.

"Imagine—94 years old," somebody said.

"The 93!" Mr. Sonneberg protested. "What are you trying to do—make me old?"

Mr. Sonneberg was born in 1874, when Ulysses S. Grant was President. He joined the PRR in 1900, and retired in 1939 as a clerk in the office of Auditor of Freight Traffic. He now lives at the Philadelphia Protestant Home for the Aged. Unable to travel alone, he persuaded his nurse to accompany him to the Veterans' affair.

"I have to see my friends," he said. "I have to keep young."

A similar impulse brought almost 600 retired and active PRR employees to the 43rd annual dinner-dance of PSVEAGOP. That stands for Pennsylvania System Veteran Employees Association General Office Philadelphia. Requirement for membership is 15 years of PRR service.

Some examples of the good fellowship are pictured here.

Elected as president for the coming year was W. L. Miller, office manager, Insurance Division.

Elected as vice presidents were E. J. Robinson, office manager, Freight Claim Department; Mrs. Betty A. Tierney, clerk, Regional Manager's office; and B. F. Hinkle, cashier in the Treasury Division.

P. F. Nowlan, receiving teller, Treasury Division, was elected treasurer; and Calvin H. Yocum, secretary.

Mr. Yocum, who retired this spring as an analyst in the office of Vice President Operations, has arranged the PSVEAGOP dinners for the past 14 years. He's a member of a solid PRR family: His grandfather, father, wife, daughter and two sons all had service on the Railroad.

When the monthly bulletin of Community Hospital, Indianapolis, published an article about Cleon B. Bomber, Jr., of Revenue Accounting, and Joseph A. Russell, retired agent, it was entitled, "Profile of Courage.

Mr. Cottom was knocked down from his car. After finishing his job, he was crossing the tracks to go to the Veterans' dinner-dance of PSVEAGOP.
Rolling a hoop across the railroad

"It looked like the biggest hula hoop you could imagine," recalls Edward Ingersoll, gang foreman at Frankford Junction freight yard in Philadelphia.

Actually, it was the largest roller bearing ever made: just over 15 feet in diameter and weighing 22,000 pounds.

It was manufactured by Messinger Bearings, Inc., and Mr. Ingersoll, aided by Car Inspector James J. Coyle, advised Messinger engineers on how to load the huge bearing on one of the PRR's F-33 well cars.

The bearing was mounted on an I beam, then bolted and blocked into place.

The PRR moved it to East St. Louis. Its final destination was the Westinghouse Electric Corporation facility at Sunnyvale, Calif., where the firm is completing a radio telescope for the California Institute of Technology.

"If it was an extremely rush shipment," Mr. Ingersoll says, "But at the same time we had to be especially careful not to jolt it. As big as it was it was also very delicate."

The bearing was a key element of the telescope project. Any damage in transit could mean that the construction schedule would be held up as much as six months, said Charles B. Penrose, PRR assistant supervisor of clearance.

Mr. Penrose drew up the routing plan. First, he specified that coupling speed should not exceed 2 miles per hour. Secondly, he directed that the loaded car be placed next to the engine, to minimize slack action, which could possibly shift the load.

If the load had been put on an ordinary flat car, it would have towered 19 feet 10 inches above the rails—to high to clear all points on its journey.

The well car, with its center depression in which the circular load rested, brought the overall height down by two feet.

Even so, the routing had to be custom-tailored to clear certain close spots. For example, moving westward through Philadelphia, the train had to use an eastbound track at one place. The load wouldn't have safely cleared the overhead power lines on the normally used westbound track.

At Gallitzin Tunnel, it ran on Track 3 instead of 4, because the latter was too close to the tunnel wall to give adequate head room.

For safe routing across the PRR's Central and Western Regions, two other clearance supervisors were consulted—Leroy P. Kettren, at Pittsburgh, and Andrew L. Salapatek, at Chicago.

Eleven days after the load left Frankford Junction, a telegram came from Westinghouse in California to the PRR: MESSINGER BEARING ARRIVED SUNNYVALE IN APPARENTLY EXCELLENT CONDITION. MANY THANKS FOR YOUR HELP.

The block operator and the lady in distress

Mary Anne Downey is a secretary for the National Broadcasting Company at New York. Every Friday after work, she takes a westbound PRR train and gets off at Paoli, Pa., to spend the weekend with relatives.

One recent Friday, after she got off, she discovered she had left her suitcase on the train, now headed west.

As she related the story in a letter to the PRR: "Do you know what a twenty-two-year-old female secretary of New York City does when she realizes all her belongings are headed for Chicago in an unmarked and unlocked suitcase?"

"She becomes completely, utterly hysterical."

A cab driver told her to phone 30th Street Station, Philadelphia.

"I called," she wrote, "and in between sobs, I managed to relay my happening to the operator, who in turn rang another operator, who in turn rang all the phones at Lancaster until Mr. Schaud answered."

Charles Schaud, block operator, alerted station personnel at Lancaster. When they weren't able to find the suitcase during the brief stop, he put word through to Harrisburg. There the luggage was located.

He made sure it was put on an eastbound train to Lancaster, where it was taken off and properly marked; and then was put on another train to Paoli, where Miss Downey claimed it.

"All Mr. Schaud did was above and beyond the call of duty—he simply cared about a stranger in trouble—and there are few people around today that do care," Miss Downey wrote. She concluded: "From now on, when a ticket agent does not smile, or the 6:50 is twenty minutes late, I will just sit back, smile, and bless Mr. Schaud and people like Mr. Schaud!"

There was no doubt about it—the PRR had made 18 fast friends. It happened because an engineman waved and sounded his horn for 18 school children at Edison, N. J.

In return, they waved and shouted and jumped up and down.

"Three hours later, they still couldn't get over it," reported their teacher, Violet E. Chamberlain, who teaches the second grade at the Shelton School.

The trackside adventure developed when Miss Chamberlain told her class about a Florida trip she had made with her students on the Seaboard Railroad's Silver Star, which goes from New York to Washington on the PRR. The children were entranced.

Many had never been on a train. Together, they drafted a letter to the PRR: If they came down to the Edison Station, would an engineman wave and sound his signal? A PRR official promptly set it up.

And on a bright, sunny morning last month, the 18 second-graders were assembled on the platform at Edison when the Silver Comet-Midday Congressional rolled by. There is no grade crossing here and the engine horn normally wouldn't be sounded, but a happy exception was made in this case.

Engineer Edward M. Christman, who has been on the PRR 59 years, said that enginemen used to wave and whistle to youngsters much more than now.

"If we did more of it," he said, "I think we wouldn't have so much trouble with young people throwing stones or putting things on the tracks. They wouldn't do that because they'd think of us as friends."

And friends they are at the Shelton School. Already the children are planning to take a train ride from Edison to Newark—to get a railroad view from the inside this time.
Congress acts in shopcraft dispute. The Congress acted last month to avert a strike of six unions representing shop employees on America's railroads.

The Senate passed a bill authorizing President Johnson to appoint a 5-man Special Board to review the dispute and hold mediation discussions with both sides, while any strike or lockout would be banned for 90 days. If no agreement is reached by that time, the Board's own terms for settlement would go into effect and would be binding on both sides.

The House of Representatives passed a bill generally similar except that there was no binding feature.

A conference committee of Senate and House members arranged to meet and work out the differences.

Meanwhile, the June 19 strike deadline arrived, but the spokesmen for the six unions announced that they would not call a strike while the conference committee was in session.

Previously the Senate and House rejected a proposal that the Government seize and run the railroads until another proposal—that the unions be permitted to strike while assuring that essential defense shipments continue.

At a hearing on this point before a Congressional committee, W. Thomas Rice, president of the Atlantic Coast Line, said that trying to segregate shipments would be "most difficult, if not impossible."

A statement submitted by Robert S. McNamara, Secretary of Defense, called the proposal "unworkable." He added that "in the light of the current world situation, we believe it is unthinkable that a strike should be permitted to occur in an industry which constitutes one of the basic elements supporting our military posture."

Safety award—An award for one million man-hours worked without a reportable personal injury came recently to men of the Division Operator's Department, Chesapeake Division. These men are already well on the way to a second million. Shown at an awards ceremony in Baltimore are R. E. Hoffman, Baltimore, block operator; J. R. Sprey, Seafood block operator; Superintendent D. E. Pergrin; Earl Bees, Division electrician, and W. J. Kendig, assistant Division operator. The men of the department have now accumulated 1,714,644 man-hours without a lost-time injury.

Air freight, growing competition—Railroad people are becoming aware that they must provide better freight service than ever, in the face of booming competition from airlines. Air cargoes have been increasing about 35 percent a year. About 200 cargo planes in the U.S. are now in the air, and by 1980, it's predicted there will be 1,500. And many of these will be super-size jets. One airline is planning quick-change jets, to carry passengers in the daytime, freight at night.

Air rates are higher than railroad and truck rates; but the airline salesmen talk about faster service and decreased damage and pilferage.

To compete, railroaders realize they must provide service as rapid as possible, and must reduce load and damage to the lowest possible level.

More power . . . more coal —The Pennsylvania Power and Light Company will build an electric power generating plant at Strawberry Ridge, 12 miles east of Watstown, Pa., on the PRR's Northern Division. The plant, to cost about $100 million, annually will burn 2 million tons of coal delivered by PRR people.

A new mine is to be developed in the Barnesboro area of central Pennsylvania by the Barnes and Tucker Coal Company. The coal will be hauled on PRR unit trains to the large power plant. Each train will carry 14,000 tons on a 48-hour schedule.

It is estimated that PRR people will transport some 50 million tons of coal during the life of the plant.

The decision to use coal in this plant is a major step in meeting present and future demands for electric power. By 1980, it is predicted that 40,000,000 tons of coal will be needed each year by the PRR.

More power is needed not only to serve the homes and industries of today, but also for the industries of tomorrow. We are building the future as well as the present.
LET'S MOW IT DOWN

Hot weather is tricky. It softens journal-box oil and causes freight cars to roll faster and farther. That’s why impacts tend to increase in the summer. And freight damage rears its ugly head. Let’s mow it down. Let’s make sure, when we cut cars, to send them rolling with less speed than usual. Our aim now is to reduce impacts to the lowest possible level. We want to prove that nobody can handle freight cars better than Pennsy people.