SUPER SPRINGS
For High Speed Cars
See Page Six
Nation-wide rail stoppage halts the PRR

The footsteps of a PRR employe echoed eerily through Penn Station, New York, as he posted notices that trains weren't running.

A padlock clicked at South Philadelphia and other points as a supervisor locked up a yard office.

At Conway Yard, near Pittsburgh, the hiss and rattle of automatic recorders suddenly stopped, leaving an almost audible silence.

At 59th Street, Chicago, pickets sloged slowly at the entrance to the PRR yard.

Those were some of the sights and sounds as the Pennsylvania Railroad ceased operations for one day during last month's nation-wide rail stoppage.

It was the broadest railroad tie-up in 28 years, involving 55 percent of America's major lines and idling approximately 700,000 employes.

It began in the West and spread rapidly across the continent.

At 12:01 A.M. on Monday, July 17, the PRR was shut down, and no trains ran all day.

And then as abruptly as the strike began, it came to an end.

At 9:45 P.M. on Monday, President Lyndon B. Johnson signed a resolution passed by Congress. It called for an end to the walkout and provided for a 5-man special board to lead the way to a settlement.

Most railroads, including the PRR, were in operation on Tuesday morning.

Though the stoppage was brief, the cost was reckoned at many millions of dollars—in wages lost to employes and in revenue lost to America's railroads, which already had suffered a sharp business drop during recent months.

On the PRR alone, the loss of wages and fringe benefits to employes was about $1,500,000.

The stage was set for the strike on the previous Thursday, July 13. Leaders of six shopcraft unions announced that effective Saturday midnight, they were withdrawing a no-strike pledge they had made a month before.

They said they were doing this because a committee of U. S. Senators and Representatives had not been able to agree on a bill to settle the shopcrafts' dispute with the Nation's railroads.

The Congressional committee asked the unions to stay on the job until the committee's next meeting, scheduled for Monday.

But strike machinery was put in motion by units of the International Association of Machinists and Aerospace Workers.

There had been hope that the PRR would not be involved. The Machinists represent only 2,300 of the PRR's 57,000 employes. But the five other shopcraft unions, as well as other unions not involved in the dispute, made clear they would not cross picket lines.

After the PRR received a strike notice on Sunday, it announced through newspapers, radio and TV:

"The railroad regrets that this action by the union will make it impossible to operate trains."

"Therefore all passenger and freight services on all lines of the PRR, including commuter service, will be suspended at the start of the strike."

"Most passenger trains which cannot complete their runs by midnight will not start their trips this afternoon and evening. Railroad employes covered by labor agreements are advised that all positions are suspended temporarily at 12:01 A.M. Monday for the duration of the strike, unless they are instructed otherwise."

"We are eager to resume service as soon as possible."

An extraordinary inventory of all freight cars in the railroad's yards was promptly started. It included car number, lading, whether it was in a parked train, or if in a classification yard, what track it was on.

"We were then able to answer any shipper who wanted to know where his car was," explained A. M. Harris, general manager, transportation.

Shippers in urgent need of shipments to keep assembly lines going were thus able to send trucks and unload the cars when absolutely necessary.

For example, Ford unloaded a car of urgently needed auto parts at Meadows Yard, S. Kearny, N.J. Campbell Soup unloaded a car of cheese at Pionea Yard, Camden, N.J. Swift picked up two trueTrain trailers loaded with meat consigned to Trenton, N.J., but stranded at Harrisburg, Pa.

"There were 403 cars of perishables in seven PRR trains and in various yards," said L. J. Bossler, assistant general manager, freight service. "Each of these trains was brought to a halt at an icing station or at a place readily accessible to ice trucks. The cars on classification tracks were spotted where ice trucks could readily get to them."

One of the last moves before the shutdown was a 39-car train of explosives, delivered to an Army depot in New Jersey by Conductor Edward Powers, Engineer Robert Weber, and Brakemen Russell Mead and Raymond Bunce.

By Monday, a number of industries were beginning to feel a shortage of supplies. The Budd Company, maker of auto parts at Philadelphia, had to lay off 900 men. In Buffalo, N.Y., Standard Milling Company closed. American Motors had its last shipment of 1967 models delayed. Lockheed Aircraft reported seven carloads of wing panels stalled on the way to its Georgia assembly plant.

President Johnson appealed to Congress for immediate action.

"We are faced with a national crisis," he said. "Every minute and every hour the strike continues will create ever increasing damage to our economic well-being and America's national security."

Both houses of Congress then passed a bill ordering an immediate end to the strike. The bill provided that a 5-man special board would try to arrange an agreement between the six shopcraft unions and the railroads. If no settlement is reached in 90 days, the board's own recommendation would go into effect and would be binding on both sides.

The Senate had previously approved a similar bill, but the House of Representatives had not approved the binding feature. Now the House agreed with the Senate version.

"There comes a time when the public interest must prevail," President Johnson said as he signed the bill.

Joseph W. Ramsey, vice president of the Machinists and chief negotia-
And then there was this crazy golf ball

First they had basketball teams. Then, as the years went by, that got too strenuous. So they switched to softball. But the years, as years always do, marched on, taking their toll of energy.

So finally the people at the System Revenue Accounting Division at Philadelphia changed to golf.

"The next step was, we began talking about a tournament," said Clerk Edward Garton.

"It was supposed to be just for our office. But by the time we made our formal announcement, we had people from other departments and other cities waiting to sign up."

On tournament day, 130 employees and guests showed up at the Center Square Country Club. The response was so good, it was decided on the spot to make this an annual affair.

And the meet has now officially gone into the records as the First Keystone Invitational Golf Tournament.

"For most of us, it was our first chance to play together," said Clerk Jack Kennedy. "Up till then, all we could do was talk about our scores."

Helping Mr. Garton and Mr. Kennedy keep score up the tournament were other Revenue Accounting clerks: Vince Morris, Mickey McCrossan, Joseph McBreen and Wendell Bledsoe.

The players were in four classes, according to the Calloway handicapping system, which gives even duffers a break.

Winners included:

- Class A, Marty Seriko, Phila., 74 gross; Class B, Harry Hackett, Wilmington, Del., 90 gross; Class C, W. Camp, Sr., New York, 102 gross; Class D, Jack Harkins, Phila., 115 gross.

In net scores, the winners were:

- Class A, Jack Leslie, Phila., 72; Class B, Jim McCanna, Phila., and Frank Andreiuolo, New York, tied at 72; Class C, William Dougherty, Phila., 72; Class D, Pete Cauley, Phila., 65.

The prize for the longest drive on the 9th hole went to Jerry Matthews, New York, with 263 yards. The prize for the closest-to-the-pin contest on the 18th hole went to Chuck Yochim, Phila., who dropped the ball 9 feet from the cup.

The tournament committee played a dirty trick on Thomas Haney, Revenue Accounting clerk. At one hole, they secretly replaced his ball with a trick, off-center ball that skidded crazily around the green.

Three times he putted the infuriating ball before he stopped and announced that he suspected something was rotten.

He was awarded a special prize for patience and good humor.

Michael McCrossan and Vince Morris record the score made by Joseph McBreen.

Plane on fire!

"I'm just sorry I couldn't do more."

With those words, Ernest Zogaib, PRR block operator at Walbridge, Ohio, declined praise for saving the life of a young man in a plane crash.

Mr. Zogaib expressed regret that he wasn't able to save the young man's father.

His courageous action won praise from the Ohio State Highway Patrol.

"On behalf of Colonel Robert M. Chaiaaramo and myself, I wish to express our admiration to you for risking your life to rescue Terry Robert Northrop from the burning plane in which his father was killed," wrote Capt. R. M. Enslin, district commander.

An apparent engine failure caused the plane to strike the high-tension wires near the PRR tower.

"I shoved back from the board and saw the plane falling," he said. "I guess I was on the phone to the fire department before I hit the ground."

He also called downstair to his relief worker, lined up an approaching train, and then ran to the scene.

Mr. Zogaib immediately pulled the younger Northrop from the wreckage.

As the flames spread he tried to free the pilot, Johannes Northrop, an engineman on the New York Central, but he couldn't unfasten the seat belt.

Mr. Zogaib got a knife from a trackman who had arrived at the scene, but the flames kept him from getting close.

By the time firemen arrived, it was too late to save the man.

To people who discuss the accident, Mr. Zogaib still says sadly, "I'm just sorry I couldn't do more."

Dog finds Greenville Yard, N.J., a nice place for a nap, with no cars running.
They set up their own Penn Central merger

S\tying the proposed Penn Central merger, Roger P. Scott, New York Central transportation assistant, liked what he saw.

Principally, he saw Miss Bonnie J. Geitz, PRR secretary in the office of the manager, freight rate service, at New York.

She, too, liked what she saw of the NYC.

Mr. Scott proposed a merger of their own and she accepted. They were married June 17 in First Presbyterian Church, Springfield, N.J.

"You might say it was a wedding of the roads," said the bride.

She explained that they met in February, 1966, after Mr. Scott was transferred to the Merger Studies Division of the New York Central's Operating Department. "We met one day while he was working in the joint NYC-PRR office in our office building on Seventh Avenue," she said.

"After that, we would meet for lunch and on our way home. We started dating seriously a couple of weeks later, he proposed in April and we were officially engaged in May."

However, similar to the Penn Central merger, their personal merger was delayed for a while because of technical difficulties.

"We decided to wait until Roger finished evening school before getting married," she explained.

Mr. Scott is a business administration major at Fairleigh-Dickinson University. He also is taking IBM courses, because the transportation code for stations of the merged line is to be computerized.

At their personal merger ceremony, the bride wore a silk organza gown, with a short veil and long train from the shoulders. She carried a bouquet of white orchids, stephanotis, ivy leaves and baby breath.

There were other railroad personalities at this merger. John C. Scott, father of the groom, is a long-time employe of the Central, and is now assistant to the director of terminal procedures. One of the bridesmaids was Miss Carol Comiskey, secretary in the PRR freight sales and service office at New York.

"We're very happy about our merger," the new Mrs. Scott said, "but we never thought it would come before our companies' merger."

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Big splash at Hagerstown

Three trackmen in a creek—victims of a tug-of-war at the recent Hagerstown (Md.) District family picnic.

It was an ignominious end for the highly touted trackmen’s team of the Maintenance-of-Way Department which had previously won two contests from the Maintenance-of-Equipment team.

Taking the plunge were Paul E. Rotz, Homer E. Kibler and Walter H. Fitzgerald. They were pulled into a creek, which was the boundary for the tug-of-war contests.

The departments’ tug-of-war were the main event at the picnic, sponsored by the district’s Safety and Loss and Damage Prevention Committee.

"It was the first picnic the committee sponsored and everyone was pleased with it," said D. W. Miller, the freight agent’s chief clerk.

He added that plans are already underway to make it an annual affair for district PRR employees and their families.

The idea for the outing came from

After a dunking in the creek, Trackman P. E. Rotz dries off with a few hot ones.

The high-speed delivery started on a Monday afternoon at the Ridgefield (N.J.) plant of Melchoir, Armstrong, Dessau Company.

"The units were loaded aboard ten PRR trailers and delivered to the Keenly (N.J.) TrucTrain terminal that day," said C. William Warren, assistant manager of TrucTrain sales.

They were routed piggyback on one of the high-priority TrucTrains through Conway and Fort Wayne to Grand Rapids, Michigan.

"They got third-morning delivery to the construction site of Woodland Mall, a new shopping center outside Grand Rapids," Mr. Warren said.

The unique installation job—by helicopter—took one day. The craft, an S58 Sikorsky, was flown in from Perkasie, Pa., by Carson Helicopter Service.

"It was the first time a helicopter was used for this type of work in this area," said A. W. Hall, PRR district sales manager at Grand Rapids.

The contractors, Hertel Plumbing and Heating Co., turned to the cop ter because the sprawling mall complex made the conventional crane-lifting method too cumbersome and time-consuming, he explained. The units were airlifted about 200 yards and placed on the roof of the shopping center’s enclosed mall.

Value of the units was set at over $100,000. They were each 16 feet long, eight feet wide and seven feet high, and weighed from 3,000 to 5,000 pounds.

The shopping center is expected to open this fall, with a total of 71 retail shops and service stores.
Opposition wins!
Big Ditch is stalled

The Big Ditch project ran into a stop sign last month. A Congressional committee refused to approve a $2 million request for further planning.

"This is a victory for taxpayers of Ohio and Pennsylvania—and, in fact, the whole country," exclaimed Wade S. McGuire.

But at the same time, the Congressional committee approved an appropriation of $750,000 for planning a Northern Ohio reservoir, which was part of the original canal project.

This may be a device to keep the canal alive, opponents warn. Wade McGuire agrees.

Mr. McGuire is a PRR engineman at Dennison, Ohio, and local chairman of Division 92, Brotherhood of Locomotive Engineers. He has been sparking a campaign to arouse public opposition to the proposed canal to Link Lake Erie and the Ohio River.

The canal, which would be built with more than $1 billion of taxpayers' money, poses a threat to railroad traffic and thousands of railroad jobs.

"I feel sure that the fight put up by many railroad people was influential in helping sidetrack this unnecessary and harmful project," said Mr. McGuire.

The PRR people at Dennison were notably active in the campaign. They missed no opportunity to speak out against the canal.

In July, 1965, when Dennison celebrated its 100th anniversary, the PRR men were on hand to give the visitors pamphlets explaining what the canal proposal was all about.

In June, 1967, when Dennison and its sister city, Uhrichsville, celebrated National Clay Week, the railroad people again handed out pamphlets.

They also chipped in money to hire boys who helped distribute the literature to homes.

"All PRR crafts worked together on this—engine and train service men, shop employees, track employees, everybody," said Mr. McGuire.

"Just about every employee at Dennison signed a petition we sent to Governor James A. Rhodes urging him not to support the canal. He wrote back that the State of Ohio would not take a stand until further studies were completed.

Other petitions opposing the canal were circulated and signed by railroaders at many points in Ohio and Pennsylvania. They were addressed either to Governor Rhodes or to Governor Raymond P. Shafer of Pennsylvania.

Governor Shafer, after a thorough study of the project, decided it would not be in the best interests of the people of Pennsylvania. He then informed the Army's Chief of Engineers that Pennsylvania would not provide any of the local cooperation required for construction of the canal.

This proved to be a powerful blow against the project.

"I'd say that the Big Ditch isn't dead—its just dormant," Engineer McGuire says.

"At the first sign that any attempt is being made to revive the canal, we should be ready to go into action and express our opposition."

"In this and other cases in which our tax money is being used for wasteful purposes, we can be a very effective voice. We should not hesitate to speak up."

Once there was a high school drop-out

Ask Percy Carney about his education, and he'll tell you very frankly:

"I was a high school drop-out."

Which explains why he felt an extra measure of pride when he recently brought his son, Stephen, to PRR headquarters at Philadelphia to receive a college scholarship. Stephen was one of 29 PRR sons and daughters who were awarded scholarships this year through the Frank Thomson and PRR Women's Aid funds.

Stephen Carney, scholarship winner, is congratulated by H. C. Kohout, general manager of PRR's Western Region. Steve's father, Percy, was high school drop-out.

(An article with photos of all the winners will appear in the September 1 issue of The Pennsy.)

Mr. Carney is a gang foreman at 16th Street Diesel Shop in Chicago. As a Negro, he expresses his outlook like this:

"The key to integration is education."

His wife, Nina, tells their four children:

"Education is first on our list of musts."

"You can all make something of yourselves if you're willing to work. You've been given a certain mental capacity. It's what you do with that capacity."

How the four Carney children have responded to this parental instruction is shown in this rundown:

Vaughn, 20 years old, will graduate next June from Colgate University, where he is majoring in political science. He already has been awarded a fellowship for seven months' study at Oxford and several other British universities.

Melanie, 17, was graduated from high school in June and will go to Luther College, in Decorah, Iowa, where she has been awarded a partial scholarship.

Stephen, 16, was graduated in June from the Francis W. Parker School in Chicago, a private school for gifted children. He was there on a full scholarship, and was president of the senior class. Stephen won a Frank Thomson Scholarship in the annual PRR competition, and will go to the Massachusetts Institute of Technology. He will major in nuclear engineering.

Kathleen, 14, was graduated from junior high school in June. During the past year, she has spent one day each week taking advanced mathematics in high school.

Mr. Carney looks at this distinguished record as a kind of compensation for his own drop-out status, but he still says:

"I've never stopped feeling sorry I left high school after only 2½ years."

Percy Carney was a poor boy in a high school where most of the children were fairly well-off, and he felt ill-at-ease with his shabby clothes and lack of spending money. He decided to drop out temporarily so he could earn some money and buy new clothes.

"I became a Western Union messenger boy, and then a factory hand at Campbell Soup, and I guess the money I earned went to my head," he says. "And that's why I never did go back to school."

He joined the PRR in 1942 as a laborer at 55th Street Enginehouse, Chicago. After six months, he enlisted in the Navy, and saw service on a number of ships in the South Pacific, including the aircraft carrier USS Saratoga.

After discharge, he returned to the PRR. He took an ICS correspondence course in steam engine maintenance—and just about the time I finished the course the Railroad began putting in diesels," he says. "So then I took the PRR's own course in diesel maintenance."

He advanced through the grades of helper and mechanic, and was promoted to gang foreman in 1964.

Mr. Carney sometimes is asked why he doesn't arrange to complete his high school education.

"I guess," he says, "I've been too busy earning the money so my children can complete their education."
AJG discusses the state of the PRR

Q. Mr. Greenough, it’s become apparent that PRR business has fallen off this year. What exactly is the situation?

A. To put it briefly, our freight business for the second quarter of 1967 was more than seven percent below our budget. Since freight is our main source of earnings, it’s obvious that we’re going through a difficult period.

Q. What happened—why has traffic gone down?

A. A major element is the drop in automobile production. The American public hasn’t been buying new autos at the same rate as last year, and this has meant a sharp drop in our carloads of auto parts and finished autos. Steel production has gone down, too, partly because of the decline in automobile production, partly because of lessened demand for steel in other industries, and partly because of competition from imported steel. Now, when you talk about steel and automobiles, you’re talking about industries that account for almost one-third of our freight business. When these industries are hurt, we’re hurt too, and very quickly.

Q. We’re also getting less freight from other industries, besides autos and steel?

A. That’s correct. You see, many companies built up their inventories during the latter part of 1966, in anticipation of substantial sales in 1967. However, it should be noted that even in 1966, the rate of return on the value of railroad facilities was only 3.9 percent. That’s not much to build on and set some- thing aside for a rainy day. Other public utility companies generally earn double our rate of return. In fact, a study of the rate of return in the country’s 73 main industries in 1966 showed that the railroads ranked next to the bottom.

Q. The railroads still have been able to make major improvements in recent years, haven’t they?

A. Yes, very much so. America’s railroads have taken big strides in remodeling themselves in the midst of a major transportation system’s need for improvements. This creates the railroad’s confidence in the future. But they’ve gone heavily into debt to accomplish this. For example, most railroads aren’t financially able to buy new cars and locomotives for cash. They buy “on time,” the way the average householder does when he buys the family car. And the railroads have payments to meet, just as he does. They must earn the money to make those payments when they fall due. This year, for example, the Pennsylvania Railroad will pay out in interest and principal on our debt, including bonded debt, a total of $97 million. As you can see, we really have our work cut out for us.

Q. How long can they continue to do this?

A. Not much longer, we hope. The latest legal development took place on July 5. A special Federal court at New York gave all parties opposing the prompt completion of the merger a deadline of July 17 in which to update and amend their complaints. After that, the various parties have until September 12 to file supplements, briefs and replies. The court said it would hold its final hearing on September 18. If its decision comes forth promptly, is favorable to us and is not appealed to the Supreme Court, we legally could merge on October 1.

Q. Would this mean a quick improvement in our financial picture?

A. Not right away, because there will be very large costs in bringing about a consolidation of the two roads and the two families of employees. It will take considerable time before we can begin to enjoy the full benefits of the merger. Of course, we believe the benefits will be substantial.

Q. In summary, then, we’re looking at three aces—a possible improvement in business, an increase in freight rates, and the Penn Central merger.

A. These may be aces, but we don’t yet have them in our hands. You can’t win a game with cards you aren’t holding. Right now the things we have to stress are reducing our costs wherever possible, attracting new traffic, and providing superior service. Our sales people are putting on a vigorous campaign to bring more business to our lines. The job of the rest of us is to back them up with the kind of service that will make the customers glad they picked the PRR.
PRR men get a look at the

HIGH SPEED
FUTURE

Forty-six PRR men had a preview last month of the new cars that will run in the High Speed Service. "Excellent design," said Philip J. Costello, Philadelphia car repairman, as he studied the parts of the undercarriage.

"They'll give a fine smooth ride," predicted Wilbur W. Chilcote, gang foreman-machinist at Orangeville Locomotive Shop, Baltimore, Md., after studying the elaborate shock-absorbing mechanism.

"Real comfortable," affirmed W. J. Curdy, Chesapeake Division conductor, as he tried out the seats.

They were on a special preview visit to the Philadelphia plant where the Budd Company is building 50 cars for the High Speed Service. Forty of the cars are expected to be delivered by the time the High Speed Service begins operating between Washington and New York.

The starting date: October 29. The 46 visitors were PRR employees who are training to become instructors. They, in turn, will give training—beginning in mid-September—to 4000 other employees who will be involved in some phase of the High Speed Service.

"This will be the largest, most ambitious training project ever carried out on our railroad—or any other railroad," said John S. Stewart, PRR manager of employee development.

"The cost of this training program will be about $1,500,000. The Federal Government is sharing the training costs," he added.

"We are working in closest cooperation with the Office of High Speed Ground Transportation, an agency of the U. S. Department of Transportation."

The Government is putting $11 million into the High Speed Service project. The PRR will spend about $44 million.

"This is a tremendous investment," said Mr. Stewart. "It's an experiment that could determine the whole future of rail passenger business."

"How well it succeeds will depend mainly on the human element—how well we PRR people handle the passengers and the equipment."

"That's why this training program is so vital."

The men who were chosen to be trained as teachers represent a wide variety of crafts: Passenger trainmen, enginemen, electricians, machinists, redcaps, carmen, pipewitters, lounge and coach attendants, station agents, ticket sellers, clerks.

Their visit to the Budd Company plant was part of an intensive six-week training course. They saw construction details that will make the new cars the most advanced in the world. For example: Four electric traction motors per car, producing a total of 2500 horsepower—the equivalent of a powerful locomotive under the floor of each car.

Top speed of 160 mph, and ability to reach 125 mph in less than two minutes.

Two braking systems, one using air and one using the electric motors as brakes.

Two suspension systems, consisting of jumbo coil springs and air-filled rubber bellows.

Glare-free windows of tempered safety glass.

Carpeting and acoustic insulation to assure quiet.

Indirect lighting throughout, and individually controlled reading lights.

Touch-tone telephones for calls to any point in the United States.

High-backed, comfort-styled reclining seats.

Two public address systems for train announcements and taped music.

There will be 40 coaches, 20 of which will have snack bars; and 10 parlor cars, in which passengers will be served meals on trays at their seats, airline style. The controls will be at only one end of a car, not both ends as in present multiple-unit cars.

Automatic sliding doors at each end will speed loading and unloading of passengers.

The cars are 85 feet long, with curved sides for greater width and passenger comfort. They are made of stainless steel, and streamlined in accordance with scale-model tests in wind tunnels and analysis of car design by computer.

"With these fine cars providing faster-than-ever service between Washington and New York, we're going to have a great product to sell," concluded Mr. Stewart.

"The rest is up to us."
OPEN LINE REPORTS FROM ALL OVER

Across America by train and bike—A group of 19 boys, traveling under sponsorship of American Youth Hostels, started a trans-continental trip from New York via PRR last month. Their first stop was Lancaster, Pa. There they got off with their baggage and got on their bikes, which had been shipped there ahead of time. The boys, aged from 15 to 18, spent three days touring the countryside, then boarded a westbound PRR train at Harrisburg. They will follow this pattern clear across to California. During the trip, they expect to bike about 1000 miles.

New traffic for PRR—A large A & P distribution center is being built at Maple Heights, Ohio, on 30 acres purchased from the PRR. Another large grocery chain, the Cook Coffee Company system of Pick-N-Pay Super Markets, located a distribution center in the same area several years ago. Both will provide substantial traffic.

Keeping tabs on freight cars—The first national system to keep track of the country's 1,900,000 freight cars will be established by the Association of American Railroads. A central computer office will be set up in Washington. This will tie in with the car information systems on individual railroads.

The setup will be called T.R.A.I.N., which stands for Transportation Resource, Analysis and Information Network. It is designed to deal with freight car shortages and promote better distribution and utilization of cars.

Travel bargain—Special fares for boys and girls aged 16 and under are in effect this summer for round trips to New York, from Washington, Baltimore, Wilmington and Philadelphia. The tickets are good on Wednesdays and Thursdays, and cost one half of the Ladies Day fare, which itself is almost a 50 percent reduction from the regular fare. The special offer for the youngsters continues until September 14.

FBI investigates derailment—A PRR mail train was derailed at Edison, N.J., on July 9 by a cross-tie laid across the rails in an apparent case of vandalism. FBI agents started an immediate investigation.

The crostie became wedged under the leading electric locomotive, causing it and a second locomotive and five freight cars to leave the tracks.

A railroad is born—More than 700 railfans attended the opening of the Wawa and Concordville Steam Railroad, in Delaware County, Pa. They rode in the road's seven open-air coaches behind either of two steam engines. A five-mile stretch of the PRR's Octararo Branch has been leased to the new tourist railroad, which will operate on weekends and holidays.

Railroads ask for rate boost—The railroads of America last month told the Interstate Commerce Commission why they consider an increase in freight rates justified and necessary.

Edward A. Kaier, PRR general solicitor, presented the case for the Eastern roads. He pointed out that the railroads have had no increase since 1960—in fact, freight rates have gone down about 8 percent since then. The requested increases in selected rates would average about 3.3 percent.

Mr. Kaier said that if the rate increases are approved, they would bring the railroads of America approximately $327 million more revenue, but that this would still be more than $100 million short of meeting the increased costs the railroads now face because of higher wages and higher costs of materials.

Even with the increased rates, Mr. Kaier emphasized, the rate of return to the railroad industry would be only 3.9 percent. He contrasted this with the 7 to 7.5 percent return allowed to the American Telephone and Telegraph Company last month by the Federal Communications Commission.

Mr. Kaier pointed out that the net operating income of American railroads dropped 32 percent in the first three months of this year, and the income of the Eastern roads dropped 53.3 percent.

"The end of the road has been reached," he declared. "We have absorbed all the added expenses that we can. We have held the line to the breaking point."

Spokesmen for the Southern and Western railroads also presented their cases to justify rate increases.

About 300 shippers and shipper organizations filed objections against the proposed increases.

An early decision is expected.

Equal employment opportunity—Samuel W. Seeman, PRR director of personnel administration, has been appointed by the U.S. Civil Rights Commission to its Advisory Committee for the State of Pennsylvania. There has been wide recognition of the effectiveness of the PRR's policy of assuring equal opportunity for jobs and promotions to qualified persons, regardless of race, religion or national origin.

Seaboard and ACL become one—On July 1, the Seaboard Air Line Railroad and the Atlantic Coast Line merged to form the Seaboard Coast Line Railroad. The new road has more than 6244 miles of line in six Southern states. It will continue operating passenger trains of the two predecessor lines, including trains that run part way on the PRR—Silver Meteor, Silver Star, Silver Comet, South Wind, End of Coast Special, and the Champion.

The merger was authorized by the Interstate Commerce Commission in 1963, but was delayed because of court action by opponents. The U.S. Supreme Court gave final approval on April 10.

Elephants on the PRR (see letter below).

"I am preparing a circus history, and one of the chapters deals with moving the circus by rail and the piggyback operation. I would very much like your permission to reprint an article entitled 'Here Come the Elephants on the PRR.' It appeared in 'The Pennsy' in September, 1954. The article explains in an excellent manner how the PRR handled the circus at Trenton, N.J. The excellent details of this story will interest a great many circus fans who do not know of its existence."—Dr. Robert J. Loeffler, Concordia College, Moorhead, Minn.

"I have a friend with the Rhodesian Railways in East Africa. He was injured in an accident and at last report has less than a year to live. His hobby has been the collection of railroad slides, 35 mm., and he seeks a few colored slides of articulated T-1 Pennsy steam locomotives. Should any readers be able to grant his request, I shall be pleased to pay the cost of having copies made."—Louis J. Barrick, Box 101, Norwood, Pa., 19704.

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What does it mean to be a railroad man?
It means being a man on whom millions of our fellow Americans depend to transport their goods promptly and safely.

When a shipment is entrusted to our care and we do our best to make sure it won’t be damaged, we have a right to feel we’ve done a man’s job and we’ve done it well.

Freight damage hurts an awful lot of people. We’re the ones who can do a lot to cut it down.

Let’s make shippers aware that Pennsy people care.