Mary Christmas Wasn’t Merry

Miss Mary Christmas (honest—that’s her name) is a PRR System clerk-typist.

One day recently, however, she played a different role. She moved to the front of the class for PRR instructors in the new High Speed Service, and acted in a play.

She played the part of a passenger waiting for a train. R. C. Coston, supervisor of station porters, Philadelphia, was her co-star, playing the part of a red cap.

He was to tell her he had forgotten her and her train had departed. After this opening line they were on their own—there was no script.

“Why?” shouted Miss Christmas when Mr. Coston delivered his line. “What did you say?”

“I said I’m sorry, but your train has departed,” he repeated. “I know how you feel and we’ll make arrangements to get you on the next one.”

“That won’t do,” she countered. Before she could continue, R. J. Hunter, passenger trainmaster, New York, got into the act.

He also was playing the part of a passenger. He demanded that Mr. Coston take his bag.

“T’m busy taking care of this lady,” the red cap stated. “One of the other porters will help you.”

Mr. Hunter cut him off. “I see you’re busy. If you’d spend less time talking to the girls and more time doing your job, we’d get better service.”

The scene erupted into an exchange of shouts, demands and attempts at reasoning. Soon the cast swelled to four and then five as other PRR men tried their ideas to solve the problems.

After a while, Mr. Hunter was persuaded to accept the services of another red cap. However, all efforts to mollify Miss Christmas failed.

As the actors left the stage, Daniel Mermin took over. He is an instructor and psychologist from the Human Development Institute of Atlanta, Ga., which has been retained to conduct the training program.

Mr. Mermin analyzed the problems, discussed the ways the PRR people had tried to solve them, and suggested how their efforts might have been made more effective.

Each action was pin-pointed and explained. Then the instructor took the class into the psychology of human relations and the discussions provided ideas for handling similar situations.

Real-life skits like this were one important feature of a six-week training program, in which 46 PRR men have been equipped to serve as instructors.

They soon will begin teaching 4000 other employees who will be involved in providing the High Speed Service for the public.

This training program—the largest ever carried out on the PRR—has been financed jointly by the Federal Government and the Railroad.

One of the tools for training the new instructors was closed-circuit television. They each gave talks before a TV camera, and then watched themselves as TV tapes were re-run.

One of the first to volunteer for this was C. S. Hinze, passenger conductor on the Chesapeake Division. Later, watching himself on the screen to get a look at himself as the employees would see him, he was critical of his teaching technique. “I should stop gesturing so much,” he said.

The discussion leader, Lee Naves, of the Human Development Institute, discussed Conductor Hinze’s performance with the class members: “What do you think of his voice?” he asked. “How about his hands? Is he distracting his listeners?”

Having polished their classroom techniques, the new PRR instructors—all working Railroaders—are ready to begin training their fellow employees.

The key subjects will be: Operation of the High Speed trains, maintenance of the equipment, and good customer relations. “How well our people are trained and how well they serve the customers will be the major elements in determining the success of the High Speed Service,” said J. S. Stewart, manager of employee development.

“We’ll have finer-than-ever cars and faster-than-ever runs, but, in the final analysis, the human element will count most.”

Conductor W. R. Cox talks on vital role of courtesy in winning new passengers.

In classroom drama, Trainmaster R. J. Hunter and clerk-typist Mary Christmas play the roles of angry passengers, and Supervisor R. C. Coston tries to please them.

Instructor G. T. Bruce gets complaints from Walter Buck and C. H. Barber, parlor lounge attendants, acting as passengers.

Passenger Conductor C. S. Hinze polishes his teaching skill as Instructor Lee Naves records it on a direct-view TV camera.

While new instructors prepare to teach PRR people, the new High Speed cars are beginning to come off assembly line. Here is the first, awaiting the finishing touches.
PRR men discover home of prehistoric man

Ever walk in a recently plowed field after a rain? John E. Miller does it all the time. He's looking for things left by early Indians, and he figures that the combination of plow and rain may bring something interesting into view.

Mr. Miller is a blacksmith in the PRR shops at Juniata, Pa. He's also an amateur archaeologist—a student of ancient man.

At one time he was an ardent fisherman. Then, one day, he found an Indian arrowhead.

"I laid my rod down and I did more hunting than fishing the rest of that day," he said.

It's been that way ever since. He spends his spare time hunting for weapons, tools, pottery and other remains of Pennsylvania's early dwellers. His collection now totals about 4,000 items.

One of Mr. Miller's discoveries may help rewrite the pages of history.

In 1957, he explored a cave-like shelter on the Raystown Branch of the Juniata River near Huntington, Pa. Excavations carried on since then have uncovered relics perhaps as much as 12,000 years old.

"I believe that this find is upsetting the old idea about early man in North America," said Mr. Miller.

The common theory has been that the first inhabitants came from Asia to the western part of America at the end of the Ice Age and spread south, but did not reach the Eastern continent until 2,000 or so years ago.

"This discovery may have pushed the date back by 10,000 years," Mr. Miller said.

The site is called Sheep Rock Shelter. The first time he saw it, Mr. Miller recognized it as an ideal camping place for prehistoric man.

Sweeping away the remains of latter-day hunters and campers, Mr. Miller found evidence of Indian occupation. He called in his brother-in-law, Melville W. Corl, assistant foreman at Samuel Rea Shop, to help with the work.

Other PRR men interested in archaeology were invited to pitch in. They were Edgar J. Stockhouse, retired car builder, Altoona Car Shop, and Raymond A. Zeak, former car repairman helper at Samuel Rea Shop.

Mr. Corl in 1963 and Mr. Stockhouse in 1967 were awarded the Society for Pennsylvania's coveted "Archey Award" for outstanding service in the discovery and preservation of the prehistory of Pennsylvania.

The excavation at Sheep Rock Shelter proved too big for the PRR men to handle, and they called in the experts.

With the aid of the state archaeologist and professors from Pennsylvania State University, the State Historical and Museum Commission took charge of the work. Students from the university worked in an archaeological field school in 1966 and were joined by others from Juniata College this summer.

To date, they have removed over 6,900 items of importance from the site. These include pottery, arrow and spear points, knives, animal bones and a human skull.

Mr. Miller explained that the items left by prehistoric man were buried in levels, similar to layers in a cake. Occupation sites grow on their own rubble, and the depth of a find is one of the most trustworthy clues to its age.

The materials from the site are being taken to the Pennsylvania State Museum at Harrisburg, for cataloguing and study.

And Mr. Miller has resumed his personal search for new clues to the history and culture of the earliest Americans.

Ginny Price: She bombs The Ditch

Ginny is 5 feet 5, slim, pretty, blue-eyed, brown-haired and a sharp girl in assembling facts.

At Hood College, Frederick, Md., where she was graduated in June, she was president of the senior class and was included in Who’s Who among Students of American Colleges.

She's against the proposed Lake Erie-Ohio River Canal. Ginny, daughter of Frederick K. Price, PRR district sales manager at Philadelphia, declares:

"The canal project isn't dead, even though the U.S. House of Representatives recently cut a planning fund from $2 million to $750,000."

The latter sum is to be used to plan the Grand River Reservoir in northern Ohio. But this reservoir is an essential part of the original canal plan. Thus, opponents of the canal believe the reservoir project is simply a device to keep the canal alive.

That's why they are writing to their U.S. Senators, urging them to remove the $750,000 appropriation.

Ginny Price says, "The reason I'm against the canal is not because I'm in a railroad family. I'm against it because I've done independent research on it, and I know it's a waste of taxpayers' money. The canal would benefit very few people. But all the taxpayers, including railroad people, would have to pay for it."

Ginny knows about these matters because of an assignment in her political science course. She was required to write a paper on the legislative process—how newly proposed laws are acted on by Congress.

"I decided to study the forces that affect the fate of the proposed canal," she says.

"I got hold of all the literature I could on the subject. I even went to see the canal model which Congressman Michael J. Kirwan had set up in the House Office Building."

Congressman Kirwan represents Youngstown, Ohio, which is the center of support for the canal.

"I attended high school in Youngstown, when my father was stationed there as the PRR district sales manager," Ginny points out. "So I'm personally familiar with the area and know the arguments that are made by supporters of the canal."

The canal would reduce transportation costs for a few large steel plants at Youngstown, she wrote in her report. But at the same time, according to a study by an independent research group, "there would be losses in steel production in the Pittsburgh district, Upper Ohio Valley, Johnstown, Eastern Pennsylvania and probably even Chicago and Buffalo."

Ginny continued that "there can be no doubt that such a canal would eliminate a large number of railroad jobs."

It would darken the future of a number of Lake Erie ports—Cleveland, Toledo, Lorain, Ash- tabula, Conneaut and Erie—which would see traffic diverted to the proposed terminus of the canal at Fairport Harbor, Ohio.

Ginny's report pointed out that "even in the halls of Congress, the project is referred to as 'The Big Ditch.'"

"It is interesting that a project which, according to most legislators, would benefit such a limited segment of the country and have an adverse effect on a larger segment, could have progressed as far as it has."
Get that tomcat off the air!

The incoming radio message boomed over the receiver in the PRR test car. "Pennsylvania Cola to Test Car 1096 . . . You're R-4 . . . with a slight cat-fight."

The PRR electronic experts, who had ridden the test car on PRR tracks, puzzled about the last word of the message. They knew that "Pennsylvania Cola" meant Columbia, Pa., where Maintainer Ted Nye was on duty at a radio receiver and transmitter. "R-4" meant that the test car's signals were readable (R-5 is perfect) but "cat-fight?"

"He means he's hearing some snarls or squeals," said Nelson H. Bowers, assistant supervisor of communications and signals, Chesapeake Division. And the PRR men grinned at this latest addition to the radiomen's lingo for describing the sounds of static.

Then they worked on a way to eliminate this interference. The test car, a converted P-70 coach outfitted with electronic devices, has been touring the System. Its purpose is to check the efficiency of the PRR's new radio network, the biggest and most advanced on American railroads.

Two-way radios have been installed in 2800 locomotives, cabin cars and block towers, to provide instant communication all over the System.

The transmitters in cabin cars have a range of 2 to 4 miles; those in locomotives, about 20 miles. Block towers can reach locomotives as far as 25 miles distant; however, the range decreases in the mountainous Central Region and increases in the level Western Region. In areas where block towers are widely separated or where there is interference by mountains, repeater stations have been erected to fill in the blank spots.

"Our test car, which is a labora-

R. H. Brown marks car's location on a graph that records radio signal strength.

tory on wheels, is being used to find any spots where reception isn't good enough," explained Robert H. Brown, System engineer of electronics.

"Where we've found such spots we've made changes. In some cases, we've rotated the directional antenna. In others, we've moved the repeater station to a better location. In still others, we've put up a new repeater station."

Since October, 1966, the test car has covered 8000 miles. A recent trip of the test car went from Perryville, Md., to Buffalo, N.Y. This was a re-run; previous trip had shown several spots where reception was rated as R-2 (barely readable) and R-3 (readable with considerable difficulty).

Since then, changes had been made in the transmission setup. Now the PRR men were testing to see the results. A key portion of the trip was between Perryville, Md., and Harrisburg, Pa.

As the test car headed north, coupled to the rear of a train, Mr. Brown sat in front of a voltmeter, which recorded the strength of radio signals on a moving roll of paper. Mr. Brown wrote in the initial of the block tower involved and the milepost location of the test car.

Jack L. Smith, Eastern Region assistant engineer of electronics, checked the recording with Mr. Brown.

Ralph Hairnine, inspector of communications, sat before a radio phone and gave instructions to the block towers. For example:

"Perryville, this is Pennsylvania Test Car 1096. We're starting the run. Give us a check every minute."

"Roger, Test Car 1696," came the answer from Emil B. Chicosky, the maintainer stationed at the block tower. "You're R-3 (perfectly readable)."

"Roger, Perryville," Mr. Hairnine replied, "You're R-5."

At the same time, contact was made with the next tower up the line-Cola, at Columbia. The reception was R-4 (with a "slight cat-fight") and it soon reached R-5 as the test car came closer.

Every 60 seconds, the block towers reported the quality of the signal they were receiving.

As the test car kept moving north, Elwood Eveland, who was stationed at Rockville Tower, came on the air. This area was particularly weak in the former test car. Now it registered R-4 and R-5, as a result of rearrangements of the wayside equipment, following evaluation of the previous test.

By the time the car reached Harrisburg, Pa., everybody was looking very cheerful.

"That was 100 percent better than last time," said Mr. Smith, and everybody agreed.

Here there was a change of crews, and then the test car continued north all the way to Buffalo.

"Everything checked out just about the way we hoped," Mr. Brown said at the end of the run.

"All the trainmen and enginemen who'll be using radio along this route can rely on it with full confidence."

The August issue of The Pennsy carried an interview with PRR President Allen J. Greenough on current business conditions and the state of the PRR. This stirred some interesting comments from Luther S. Miller, editor of Railway Age, magazine of the railroad industry. Here is part of Mr. Miller's column in his August 28 issue.

AS THE EDITOR SEEKS IT...

SERMON IN THE SKY—Whenever I climb into an airplane, which is fairly frequently, I do so with a mild twinge of guilt. That is one reason I spend a lot of my time aloft talking (to whoever will listen) about how great railroads are as the pipelines of commerce, and how much greater they are going to be in the years to come. Another reason that I prefer to do my evangelizing at 30,000 feet derives from the conviction that the best targets are usually to be found in enemy territory.

So a few days ago, flying from St. Louis to New York, I was busily instructing an up-to-the-minute friendly lawyer in the problems and potentials of railroading when I cut him short.

"You railroad guys really burn me up," he said. "You talk about capital starvation and a hand-to-mouth existence and how the railroads are always scraping the bottom of the barrel just to make ends meet. Who do you think you're kidding? Anybody who reads the papers knows that the railroads are still stashing away millions of dollars, and I'm talking about net, not Cap out there!"

I gave the flying barrister what I thought was a pretty good answer. I could have given him an even better one had I already come across, as I did a few days later, an interview which PRR President Allen J. Greenough gave to that railroad's excellent employee newspaper, the "Penny."

INCOME VS OUTGO—Mr. Greenough gave his interviewer what he called a "startling and dismaying" statistic. PRR, he said, earned only $6,400,000 in the first half of 1967. And Mr. Greenough drove home the point that so many people, when reading railroad financial news, seem to miss:

"We pay out in wages, fringe benefits and payroll taxes $10,000,000 a week. Thus, all we earned in those six months would meet our payroll for less than five days."

Maybe industry-wide earnings ought to be reported this way. All Class I railroads earned $264 million in this year's first half—a figure which, by itself, looks pretty good. But the kind of arithmetic done by Mr. Greenough would quickly reduce this to the "startling and dismaying" statistic that it is. Perhaps even the railway labor press, which likes to talk about the "rich railroads," would get the point.

In vestibule of the radio test car, N. H. Bowers, out superintend C-5, calls off mileposts and records them on his counter.

In the test car, Inspector Ralph Hairnine gives instructions to block towers while R. H. Brown, System electronics engineer, observes radio signal strength, and J. R. Smith (rear), assistant electronics engineer, Eastern Region, checks results for his area.
Mr. Promutico tells passengers about the research project for High Speed Service.

Carmen Promutico, professional interviewer, chats with rider on Phila.-New York train.

Passenger fills out questionnaire that aids scientific study of travel on PRR.

Interviewer Carmen Promutico approached the passenger. "Excuse me," he said. "We're conducting a survey and would like your help." He explained that the survey was part of an effort to improve passenger service. The information obtained could be used in helping make a smooth, efficient introduction of the Pennsylvania Railroad's new High Speed Service, which is scheduled to start operations this Fall.

The pretty young lady agreed to help. In doing so, she automatically became part of the High Speed Ground Transportation Research and Development Program, conducted by the Federal Government.

Mr. Promutico handed her the yellow questionnaire. She took it, quickly filled in the answers and returned it. "Thank you," he said. "That's all there is to it."

That may be all there is to it for the passenger, but for Opinion Research Corp., Princeton, N.J., the interviewer's employer, it is only the beginning.

The questionnaire will be added to the growing pile the firm is collecting from passengers on PRR trains from Philadelphia to both Washington, D.C., and New York and return. The interviewer averages two trips per day, five days a week, and obtains about 50 completed questionnaires each trip.

At regular intervals the answers are tabulated. Officials of the Railroad and the U.S. Department of Transportation are keeping a close eye on the results.

From them, the officials are learning what types of passengers move along the Northeast Corridor—between Washington and New York—and the purposes of the trips. To get this information, the questionnaire asks:

"Where did you board this train?"
"Where are you getting off?"
"What type of ticket do you have? Is it a coach, parlor car or sleeping-car ticket?"

The questionnaire also inquires into the age, sex, home town and income bracket of the passenger. Other questions ask the main purpose of the trip, personal or business, and if the passenger is traveling with companions and their number.

This survey will continue after the start of the High Speed Service. At that time the form will be changed and new questions added, to find out what the passengers want in the way of improved rail service.

The information will help the PRR and the Government learn how the passengers react to the schedules, the fares and the equipment. This will give guidance for planning the future of the service.
New PRR 'fashion' aids service

Looks like the PRR has gone mod. Brilliant, irradiant stripes, the high sign of mod fashions, are appearing on the sides of PRR hopper cars and locomotives.

They're as eye-catching as the miniskirt and just as revealing. The stripes are the key to the new ACI, Automatic Car Identification system, being employed by the PRR in conjunction with weigh-in-motion scales.

Each horizontal stripe of reflecting tape represents a numeral or letter. Taken together, they give the complete identification number and railroad initials of the car or locomotive.

The stripes represent the latest development in electronic identification which comes in answer to customer demands for faster service. They are part of Sylvania’s KarTrak system and are “read” by electronic scanners which are permanently installed alongside the scales.

The scales and scanners have been installed between Lock Haven and McElhattan in the Northern Division and Denholm and Millin in the Harrisburg Division.

As trains pass these points, at six miles per hour, the ACI scanners pick up the car and engine numbers and identifying letters from the stripes. The scales register the weight.

The car identification and weight are then transmitted to the PRR computer center in Philadelphia. The information is available for billing purposes and for customer information.

The scanner “reads” with a beam of high-intensity white light. Instantaneously, the reflecting tapes are picked up by a revolving mirror which scans up and down for a distance of eight feet.

The scanner also contains a magnetic tape machine which can record information on as many as 400 cars.

Eventually, this system, or one similar to it, will be recommended by the Association of American Railroads for use on all U. S. railroads. This means that nearly all the freight cars in the country will be labeled with coding insignia.

When the system is fully coordinated with the electronic locating systems already on the PRR, it will take only a moment to find out exactly where a particular car is to be found, what it is loaded with, how much the load weighs, both net and gross, and its point of origin and destination.

On the cover: Helen M. Lees, assigned to key-punch cards for the ACI project, could see fashion possibilities in the vivid stripes. Here she is in a paper dress with the stick-on stripes, posing on a switcher at Morrisville, Pa., New York Division.

Clerk Leo A. Smith and Industrial Engineer William E. Friggle keep tabs on the progress in labeling cars and locomotives.

William J. Cirillo wears special apron holding vari-colored stripes. He sticks them on car, using template as a guide.

Barbara Toll and Helen Zimmerman key-punch cards with weight of each car. Later, when the scale sends report, computer deducts car weight to get weight of load.

John A. Shaffer adds finishing touches. The various colors of stripes stand for the car number and railroad's initials.

At South Philadelphia Car Shop, George Fisher sands and seals area on side of a hopper, for affixing stripes.

At enginehouse in Fort Wayne, Indiana, Charles E. Kohn similarly affixes a set of stripes on an ERS-17 road-switcher.

Best foot forward

Redcap William Young (right) at Baltimore, Md., believes that cheerful helpfulness turns occasional passengers into steady customers. Here’s what one passenger, Mrs. Minna Cohen, of Chestnut Hill, Mass., wrote about his service, after she made a trip on The Senator, from Baltimore to Boston:

“I would like to let you know how courteous and helpful Mr. William Young was, not only to me but to all the people that checked with him. I’d appreciate it if you would let him know I wrote. He certainly deserves this recognition and words of praise.”

It was an emergency. The Rolling Mill Division of E. W. Bliss Company at Salem, Ohio, had arranged with the PRR to ship 10 giant mill-housings to Alabama over a four-month period. After the first one was delivered, sudden word came from the customer that he needed the remaining nine within a month.

I. L. Piersol, Bliss traffic manager, called on PRR men for help. Result: All the nine housings, weighing 183,000 pounds each and riding on heavy-duty PRR F-33 cars, were delivered by the deadline.

“Please convey my thanks and appreciation to all those PRR employees who helped in making a seemingly impossible task possible,” wrote Mr. Piersol.

“Many thanks for a job well done.”

Singled out for praise were PRR freight trainmen and engineers, and J. R. Shackleton, division car distributor, Cleveland; C. J. McGill, car distributor, Philadelphia; L. P. Kettren, clearance supervisor, Pittsburgh; L. Black, agent, Salem, O., and R. L. Cunningham, sales representative, Akron, O.
A Letter from Lady Bird

As a PRR mail-coder in 30th Street Station, Philadelphia, Preston R. Cannon, Sr., handles quite a bit of mail. He also receives an average amount of personal mail at his home. But this has increased sharply in recent months. It's the result of an article in The Pennys.

The article told how Mr. Cannon organized the Federal Street Improvement Association, which helped convert a blighted vacant lot in his neighborhood into a playground for young children.

To help promote the project, Mr. Cannon distributed copies of the article among civic leaders.

And letters about it soon began arriving at his South Philadelphia home. Most welcome was one from Mrs. Lynwood B. Johnson, who is deeply interested in projects that beautify America. Her letter is reproduced at right.

Another letter was from Mrs. Philip G. Sadler, Assistant, Intergroup Relations, U.S. Department of Housing and Urban Development. "You are indeed a fine man and a credit to our community," he wrote from Washington, D.C.

Another letter was from William A. Barrett, of Pennsylvania. "You are indeed a fine man and a credit to our community," he wrote from Washington, D.C.

Dear Mr. Cannon:

Thank you for your message with its wonderful news of the beautification project in your community!

Each person who plants a tree or tends a flower cleans a corner of neglect is making his nation a finer, more wholesome place in which to live.

There is no force like a determined citizenry, and all over this Nation, Americans are casting their vote for beauty. Fine attractive surroundings are a positive influence on our lives, both spiritually and materially. Communities like yours can be improved through your efforts, and I am thrilled to learn of the wonderful work you are doing.

Sincerely,

Lady Bird

Mrs. Lyndon B. Johnson

Pre-built apartments, packed in containers, go aboard Belgian Line vessel at New York.

The move caused an immediate need for new housing for U.S. servicemen and their families. To help fill this need, PRR has provided fast TrucTrain service for the shipment of 24 pre-fabricated two-story apartment buildings, each with eight separate apartments.

The units were built by U.S. Steel's Home Division in New Albany, Indiana. They were packed into 131 steel containers, and carried on high-speed TrucTrains to the PRR terminus at Kearny, N.J.

"We moved them as fast as they loaded them," said Wallace A. George, PRR international container sales representative. "We didn't wait for any build-up. We pulled the containers out five or ten at a time."

After arrival at the TrucTrain terminal, the big containers were taken over-the-road to New York for trans-ocean shipment on Belgian Line ships to Antwerp, Belgium.

The pre-engineered apartments are expected to be ready for occupants quickly and safely. The facilities are to be completed in terms of public relations and customer service.

"A man like Mr. Broscious can neutralize many of the negatives that are inevitably associated with commuter traveling," Mr. Saunders replied with a letter of thanks. He stated that it is a PRR aim, when normal service is interrupted, to cause as little inconvenience and anxiety as possible.

"It is always pleasing to learn that our efforts have been successful," Mr. Saunders said.

Airline man gives praise to trainman

Almost every working day, Rolfe R. Shellenberger, project manager of marketing studies at American Airlines, commutes on the PRR between Trenton and New York.

"I have grown accustomed to a rather impersonal but adequate service," he wrote to PRR Chairman Stuart T. Saunders.

But the impersonal atmosphere was changed one day recently by Trainman J. A. Broscious. As Mr. Shellenberger explained:

"Mr. Broscious did not do anything unusual. He advised all of the passengers that a ten-minute delay might be expected, and he briefly explained the reason. He made some suggestions to passengers who might be apprehensive about connections at Newark.

"His entire manner was professional and courteous, and he gave the distinct impression that the Pennsylvania Railroad cared about customers' concerns.

"He demonstrated to me what could be accomplished in terms of public relations and customer service."

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Mr. Saunders replied with a letter of thanks. He stated that it is a PRR aim, when normal service is interrupted, to cause as little inconvenience and anxiety as possible.

"It is always pleasing to learn that our efforts have been successful," Mr. Saunders said.
National safety awards.—Two PRR Divisions have been honored by the National Safety Council for their safety achievements. The Southwestern Division, with headquarters at Indianapolis, Ind., received the Council's Award of Honor for the remarkably low rate of injuries to employees on the job during 1966. The Pittsburgh Division received the Award of Merit for the improvement in its safety record.

An award was also presented to David E. Smucker, PRR vice president, operations, and were accepted in behalf of the employees of each Division by the superintendents—T. C. Connelly, Southwestern; and W. C. Wieters, Pittsburgh.

Big Ditch: not dead yet.—The U. S. House of Representatives whittled down a request for $2 million for planning the Ohio River-Lake Erie Canal, but $750,000 was approved for planning the Grand River Reservoir in Northern Ohio. This reservoir is an essential part of the canal project, and it ought to be rejected, says the Upper Ohio Valley Association, which is leading the fight against the canal.

Railroad people who have been actively opposing the canal are now writing to their U. S. Senators, asking them to vote against the $750,000 appropriation for the reservoir.

Congressman J. William Shannon, who represents the 11th Ohio District, where the reservoir would be located, said a survey showed that most of the voters are against the canal. He stated that the proposed 30-mile reservoir would flood 30,000 acres of land and drive hundreds of people from their homes.

New TrucTrain terminal.—Canton, Ohio, became a terminal for fast piggyback service last month. About $25,000 has been spent on track, loading ramps and parking facilities for trailers at the site, which formerly was an enginehouse at Canton freight yard. The PRR has 34 other TrucTrain terminals in its 13-state area, as well as connections linking it to the Nation's vast piggyback network.

It was announced that the Akron TrucTrain terminal will be closed. However, improved service to the Akron area will be achieved through the new Canton facility because of its main line location.

Piggyback traffic on America's railroads reached a new high of 365,000 trailers or containers during the first half of 1967. This has removed a heavy burden of truck traffic from the Nation's crowded highways.

New cars for commuters.—The first of 20 new Silverliner coaches purchased by the City of Philadelphia for use on PRR commuter lines have arrived from the St. Award plaques were presented to 20 exponents expected to be delivered by the end of this month. These will be added to the 38 stainless-steel Silverliners already in service.

Passenger volume on the PRR commuter lines in the Philadelphia area continues to show gains. During the first four months of this year, the number of passengers was 5 percent higher than for the similar period of 1966. The largest gain was registered in the Philadelphia-Harrisburg service—up 19 percent.

Visitors ride High Speed.—Public relations officers of many of America's railroads were given a high-speed ride last month on the four-car experimental train which is preparing the way for high-speed service on the PRR between Washington and New York. The visitors, members of the American Public Relations Association, were aware that the degree of success of the high-speed experiment will have great bearing on the future of rail passenger service.

Previously, in an address before the Washington, D. C. Traffic Club, James W. Diffenderfer, PRR assistant vice president, special services, said he expects the High Speed Service to attract "people who are tired of the harassment and pressure of highway traffic jams and delays at airports."

Trains to come off.—While attempting to build up passenger service where there is a prospect of winning substantial traffic, the PRR continues to seek to end the disconinction of trains that have been abandoned by the public and are draining the strength of the passenger service. Hearings were recently held on a request to drop several New Jersey trains operated by the PRR and by the Pennsylvania-Reading Seashore Lines, of which the PRR is a two-thirds owner. Involved are four trains between Jersey City, New Jersey, and the Jersey shore, and between Tuckahoe and Cape May. The PRR and the PSRL testified that their passenger service in New Jersey results in an annual loss of more than a quarter of a million dollars.

PRR posts a reward.—The Railroad has offered $2,500 for information leading to the arrest and conviction of the person or persons who put a crosstie on the track. About a mile of track was torn up.

Containers for Vietnam.—The use of containers, which is steadily growing on the PRR, is proving its worth with a shipment of cargo to the battle zone. In the year ending June, 1966, about 703,000 containers were discharged in shipments to Vietnam. During the following 12 months there were 22,010 containers, which accommodated 2.5 million tons of freight. As one example of the advantages of containerization: A container ship recently discharged its entire cargo at Danang in 18 hours. If the freight had been shipped in the ordinary "loose" fashion, the unloading would have taken five to seven days.

Soaking the railroads.—A number of states assess railroad property at higher rates than the property of any other industry. The result is that the railroads pay much higher real-estate taxes. In fact, America's railroads are forced to pay each year about $100 million more in state taxes than they would have paid if they were assessed the same as everybody else.

These facts are being stressed in testimony before a subcommittee of the U. S. Senate at Washington. The Senators are considering a bill, S. 927, that would forbid the states from discriminating against railroads and other common carriers in assessment of property.

Railroad people are writing to their Senators, urging approval of S. 927.

One of the witnesses before the Senate subcommittee was the chief executive of the Association of American Railroads. He declared that the tax overpayments "should far better have gone into clearing the tracks for better service."

Railroad earnings down.—Figures for the first half of 1967 showed that net income of America's railroads fell 39 percent below the 1966 figure. For the second three months of the year, the decline was even steeper—45 percent. The causes were a drop in gross revenue and an increase in wages, payroll taxes and costs of materials and supplies.

Shopcraft dispute.—The first 30 days of the 90-day period set by Congress for settlement of the shopcraft dispute ended on August 16. No agreement was reached during that period by the railroads and the six unions involved.

During the subsequent 30 days, the 5-man Special Board approved by President Johnson was slated to hold hearings. The purpose was to determine to what extent the settlement terms proposed by a previous mediation panel were fair and in the public interest.

If no agreement is reached by the end of the second 30-day period, the Board is supposed to present a report to the President and Congress on its study of the previous settlement proposals and what changes are necessary. These would automatically go into effect at the end of a third 30-day period, unless the unions and railroads reach a voluntary agreement in the meantime.

19th Engineers reunion.—Veterans of the 19th Engineer (Railway) Regiment will hold their 50th anniversary reunion on October 7 at PRR American Legion Post 204, located at 5225 Market St., Phila., Pa. Hundreds of PRR employees served with the regiment in France during World War I. For details on the reunion write to H. P. Jefferson, 5706 Woodland Ave., Phila., Pa., 19143.

Hauling new autos.—America's railroads carried almost 21/2 million new autos from factories to market during the first half of 1967.

Since starting the use of rack cars in 1960, the railroads have steadily expanded their role in transporting new motor vehicles. In 1966, they got 10 percent of this business, the rest being handled by giant highway trucks. In 1966, they got 46 percent. This year they are up to 50 percent.

"I know you brace against stops and starts on freight trains, but . . ."
VANDALS!

THEY’RE DAMAGING TRAFFIC

... THEY’RE HURTING JOBS

IF YOU SEE STONE-THROWERS, DROP A MESSAGE AT THE NEAREST BLOCK TOWER, OR NOTIFY THE NEAREST YARDMASTER, SO OUR POLICE MAY BE QUICKLY ALERTED.