HIGH SPEED MOVIE
See Page One
Beverly Ann Ryer admits she was so nervous her hands shook.

“But I settled down at bit after I got used to the cameras and lights,” she says.

“When the movie was finished and we had a chance to see it on the screen, I was relieved to see that you couldn’t notice my hands trembling. In fact, people commented on how relaxed I looked.”

Beverly is one of six PRR employees who have acted in a movie being made to tell the story of the new High Speed Service.

The color-and-sound film, running about 40 minutes, is being produced by Fred L. Frechette Motion Picture Productions. It will document this historic development in rail passenger service, beginning with the installation of new track and power lines between New York and Washington, and ending with the debut of the new High Speed cars into service.

A shorter version of the movie will be shown to servicemen at Fort Dix, N.J. Dover (Del.) Air Force Base; and the Philadelphia Veterans Hospital.

“My act is an imitation of Barbra Streisand, with a bit of a dance routine,” she explains.

“It’s a great experience to perform for these men, especially the ailed veterans, some of whom are so badly injured that they can scarcely move. It makes you feel good when you can make them smile or laugh.

Gloria’s father, Michael, used to play trumpet with Tommy and Jimmy Dorsey. His hobby is family movies—"with sound," Gloria says.

“I’ve been hammering it up in front of the camera for years, so I felt perfectly at home in this PRR movie.”

Charles H. Barber was given the role of buffet lounge attendant, operating a snack bar in the movie. He’s a parlor lounge attendant in actual service, but recently was assigned as an instructor for employees in the High Speed Service.

The Railroad gave us instructors a six-week training course, including how to handle yourself in front of a group,” he says. “This training included working in front of a television camera, so when this movie business came along, I was kind of used to it.”

John E. Zirm, assistant food manager in the PRR Dining Car Department, plays the role of a passenger in the new movie.

“My only experience with this sort of thing,” he says, “was acting in high school plays. But that’s quite a few years ago.”

John H. Shaffer, PRR assistant treasurer, played the role of a businessman, riding in the parlor car and using a pull-out table to go over business papers.

“Very comfortable,” he testifies. “Despite the cameras and lights, I was actually able to do some work.”

Beverly Ann Ryer, PRR secretary, plays a customer at the snack bar operated by Charles H. Barber. His real-life role now is instructor for High Speed personnel.

Tom and his friends

PRR Railroaders are “friendly and nice.”

Tom Ronell, 13, of Somerset, N.J., says so and he should know—he’s been riding the PRR daily for two years between New Brunswick and Metuchen, N.J., going to school.

And when people are friendly and nice, Tom figured they deserve official recognition. So he sat himself down and wrote a formal letter to PRR headquarters to express his sentiments.

“After school each year, I feel inclined to make a note of the names of the conductors, trainmen and engineers, in my thoughts, excel as the best, most courteous and friendliest people on the trains.

“I must commend the whole group who helped me commutting not only a pleasure, but also something that is fun and worthwhile looking forward to. These people have helped make the Pennsylvania Railroad my favorite.”

He listed: Conductors Frank Rossen, Thomas Guasset, James Geffner and Charles Berger; Enginemen Robert Short and Robert Adams; and Trainmen Frank Walsh and Frank College, all of the New York Division.

He had particular praise for Conductor Rowan. “He helped me make the school report on how a railroad operates,” Tom said. “He got me everything I needed and some things I wouldn’t have been able to get otherwise.”

Conductor Rowan explained that when Tom asked me about the material for the report, I got it for him from our PRR public relations office at New York. It included a history of the PRR and some pictures of our equipment.

Tom feels at home in the station with the Railroaders since he “comes from a railroad family.” He explained that his family doesn’t work for the railroad—it travels by it.

“Both my mother and father take the train into New York to work every day,” Tom said. “My sister often rides the train, too.

“My parents were surprised that I knew just about everyone on the trains and in the station,” he added.
Leave it to Louie
He found better ways to do the job

Louie has left his mark on the Juniata Welding Shop at Altoona. Louie is Louis Porta. He was a sheet-metal worker there till his recent retirement. And what he’s noted were developed by Louie,” said Ray C. Hesley, assistant shop foreman. “He was always hunting some way to do a job easier.”

According to his co-workers, when Louie saw a need for something, he went ahead and built it. When he couldn’t find the material he needed in the shop, he brought it from home.

He’s best known for his improvements in the bending, welding and testing of pipe to be used in the construction and repair of PRR freight cars. Shortly after his transfer to the shop in 1964, he made his first suggestion.

“When I got here,” Mr. Porta said, “they were welding the flanges on the pipes after they were bent. It looked hard because the pipes were twisted all over the place.”

He suggested that they be welded on before the pipes were bent. It made life a lot easier for the welders.

But that didn’t end it. He thought there was surely an easier way to do his job—bending the pipe.

“The work was done on tables then,” he explained. “After that, I just fed the pipe into the right die for each bend and the machine did the work,” he said.

But, the improvement was partly wasted because of the slow process of testing the flange welds. He thought about this for a while and came up with his second invention (photo left).

The dies necessary for a particular job were bolted in the box, which was then placed in a drop press. “After that, I just fed the pipe into the right die for each bend and the machine did the work,” he said.

But, the improvement was partly wasted because of the slow process of testing the flange welds. He thought about this for a while and came up with his second invention (photo right).

“They used to bolt a pressure gauge on one end and an air line on the other,” he said. “When the pressure was right, they’d dip it in a tank of water to test for leaks.”

“Their work was complete. They then tore it all down and put the next one in.”

“Then they’d tear it all down and start over again.”

After a little thought, he devised a machine with rubber blocks for the testing. One block is movable so that any length pipe may be tested. The block (photo left).”

An air hose to which Mr. Porta added a foot pedal to replace the hand grip. The welds are tested by filling the block tightly against the pipe, stepping on the pedal for the air pressure and smearing the weld with a soap solution to show any leaks.

“If I was ever going to absorb all this material, I’d have to study every spare minute.”

She read the books daily while commuting to and from work. When the family went for a vacation in Georgia last summer, she took the books along.

To her two children—Peter, 12, and Lindsay, 9—there was nothing like astrology to fill the hours. “We’re a reading family,” Mrs. Lach says.

Red-haired Mrs. Lach, who comes originally from Georgia, is secretary to William C. Antoine, assistant director of the PRR’s Taxation Division.

“I read about the CPS program in a secretarial handbook,” she says, “and I decided to try it out for it.

“My reason? It was simply the feeling I am sure most people have—the feeling that you want to be as good as you can in your occupation, whatever it is. If you’re a secretary, you’re supposed to be an outstanding secretary, and you want to prove it.

“So I started studying for the CPS exam.”

She obtained a study guide from and at his own expense. She read the books daily while commuting to and from work. When the family went for a vacation in Georgia last summer, she took the books along.

Frederick W. Lach (photo right) came to the PRR as a freight trainman in 1952, after graduating from the University of Cincinnati with a degree in business administration.

He continued in freight service, but the advent of computers in the railroad industry stimulated him to enroll in a data processing school at Columbus, Ohio. He studied there for two years in his off-duty hours and at his own expense.

When he finished, he applied for a transfer to the PRR’s new Business Systems & Procedures Department at Philadelphia. He is now a computer analyst.

“Spool you see, we have a family tradition of study and self-improve-

O one evening Margaret E. Lach said to her husband, “Fred, I’m going to try to study to become a CPS.”

“Uh-humm,” he replied.

Mrs. Lach never did figure out what he meant by that. ”But he

paid the costs involved,” she says, “so I suppose he approved.”

CPS means Certified Professional Secretary. It indicates top proficiency in secretarial knowledge and skill.

Established in 1951 by the National Secretaries Association, the CPS award has been won by only 3900 secretaries in the entire country—and, with 87 in the State of Penn.,“ it explains. “After that, I just fed the pipe into the right die for each bend and the machine did the work.”

But, the improvement was partly wasted because of the slow process of testing the flange welds. He thought about this for a while and came up with his second invention (photo right).

“They used to bolt a pressure gauge on one end and an air line on the other,” he said. “When the pressure was right, they’d dip it in a tank of water to test for leaks.”

“Then they’d tear it all down and start over again.”

After a short order, he devised a machine to do the job. It has the clever ability to handle pipe horizontally or vertically (top photos).

Said Mr. Hesley: “There seemed to be no end to Louie’s imagination. A great fellow to have around.”
From fish to steel
in 300,000,000 years

Stepping down from Freight Train TD-4, Engineman William H. Callihan brushed a layer of white dust from his clothes. After five years on the "lime run," the brushing has become second nature for him. The dust is lime.

He and the crew of the local switcher could be called limeys. All day they move cars of lime and lime products out of one of the most important lime districts in the U.S. The PRR serves seven major companies in this area, 15 miles south-east of Toledo, Ohio, on the PRR's Fort Wayne Division.

Engineman Callihan and the crew start the lime on the last leg of a trip that began 300 million years ago. The limestone, from which lime is extracted, formed slowly over the centuries from the calcium refuse and sediment of the Age of Fishes. "Because of lime's importance today, the crew keeps a considerably faster timetable than nature did," said Ralph E. Brown, PRR district sales manager, Toledo.

"The men haven't time to be interested in its history." Neither has Robert A. Colwell, car distributor at Toledo. His job is to keep cars available for the shippers.

"He knows that regular shipments of lime are urgent and essential to many industries in the Age of Steel," Mr. Brown emphasized.

But this mineral wouldn't exist at all if a shallow sea hadn't covered the central area of the United States millions of years ago.

This sea was teeming with life—shark-like fish with huge jaws, shellfish and other marine animals. Their skeletons formed the sediment that eventually became limestone.

This stone lay untouched under a shallow covering of earth until relatively recent times.

Frontiersmen first cut it into wedges for their hearths and chimneys. It was used industrially in the making of iron in crude charcoal furnaces in 1804. Since then, lime has grown in importance until its refining has become a major industry.

Its influence can be felt throughout the economy. The lime flux Engineman Callihan hauls is essential in the manufacture of steel which, in turn, is vital to the building and manufacturing industries.

Pebble lime and quicklime go into the making of glass. Other lime products are used in home building, farming and in chemical industries.

Hydrated lime is destined for individual use. What homeowner hasn't used it to improve his lawn? "We have to keep the lime moving," Engineman Callihan said. "The lime industry feeds industries which in turn feed other industries."

"The companies in this district come under the Toledo yards," explained Gene L. Gilsdorf, chief clerk to the assistant superintendent, Fort Wayne Division, "but local crews at Woodville and Gibsonburg do some classifying."

The Gibsonburg and Woodville yards are collection points for crews in the heart of the district.

At Gibsonburg, cars are handled for Charles Pfizer Company plants and National Gypsum, at Gibsonburg; J. E. Baker Company at Millersville, and Basic Refractories Inc., at Maple Grove. Those from Ohio Lime Company, Woodville Lime Company and Standard Lime are drilled at Woodville.

Approximately 3,200 cars are worked per month. This amounts to about 192,000 tons.

To help speed them to market, the crews classify the cars into north-bound and various southbound and eastbound classifications. Those going south and east are picked up by trains from Toledo after they drop off empties. Those going to consignees in the north are picked up by trains enroute to Toledo.

"It's a daily operation," Mr. Callihan said. "We pull the full cars from the plants, spot empties and then classify the cars for the trains."

"To keep it fast, two tricks of local crewmen are serving the lime companies. This usually goes up to three during the heavy winter season."

'It is always a pleasure...'

Dale M. Pyle, PRR agent at Alliance, Ohio, provided the local plant of American Steel Foundries with complete and detailed information on rates and routes. This and other helpful acts brought a letter of thanks from D. T. Warner, manager of Toledo transportation services for American Steel.

"I do especially wish to remark about the excellent cooperation existing between your office and the plant personnel," Mr. Warner wrote. "It is always a pleasure to see a shipper and a carrier working together so smoothly."

Luther Hogan, buffet lounge attendant working out of Chicago, is the subject of a letter of commendation from Carol Pearce, of New York, after she was served by Mr. Hogan on two trips.

He was continually "courteous and efficient," she wrote, "but more importantly, he seemed to enjoy his work and his dealings with people."

"If all of your employees shared Mr. Hogan's attitudes, your public relations would be vastly improved."

Miss Pearce also commended Clarence Scher, ticket clerk at Penn Station, New York, "who was most cooperative and pleasant."

Following a pleasant trip on the Broadway Limited, Mrs. Laurence B. Huston, of Philadelphia, wrote the PRR in praise of "a wonderful waiter"—A. M. Stanton (right). She described him as "courteous, attentive, outstanding." And she concluded her enthusiastic letter by saying, "Long may trains live!"
A woman’s-eye view of the job railmen do

Greeting 250 women civic leaders at a rail tour of Philadelphia, a railroad spokesman was very frank about the purpose of the event: “We’re trying to impress you,” said Franklin G. Fisher, chairman of the Philadelphia-Camden Railroad Community Committee. “We value your opinion. A lot of wives have much more to say than their husbands admit.”

The guests were representatives of women’s clubs of Philadelphia and the Delaware Valley. The tour was arranged by the Pennsylvania Railroad and the Reading Company.

The women were welcomed by the presidents of the two railroads.

Delaware River.

A special guest was Mrs. Virginia Mae Brown, the first and only woman member of the Interstate Commerce Commission.

A small male contingent included her husband, James Brown, an attorney; and W. Thacher Longstreh, executive vice president of the Philadelphia Chamber of Commerce.

In the Chamber’s News, he reported: “I was struck by the continuous importance of the freight lines of the PRR and their relationship to Philadelphia industry. We think and talk so much about the Pennsy and its relationship to passenger problems that it almost comes as a shock to observe at first hand the innumerable industrial sidings and freight services for raw materials and finished products so essential to Philadelphia’s economic development.”

He also cited the Reading’s Port Richmond facilities, “complete with grainery, automatic loading machinery and coal loading facilities.”

He concluded: “It was a good look at three of Philadelphia’s most precious assets—our port and two railroads.”

Why does this farmer raise flowers and ladybugs?

Flowers in the corn field.

Onions in the orchard.

And ladybugs all over.

That’s the way it is on the farm of James C. Frase, crew caller at Canton, Ohio, on the PRR’s Lake Division.

He’s an organic farmer.

That means he doesn’t use commercial pesticides or chemical fertilizers. He prefers to use natural means to fertilize his crops and protect them from insects and disease.

He affirms that organic farming tends to prevent crop disease. “We haven’t had any disease to speak of since we started this kind of farming seven years ago,” he said.

His wife, Ryllis, is a working partner on the farm. She believes that eating organically grown foods has helped cure a malignant condition she had several years ago.

Mr. Frase explained why the flowers—marigolds, nasturtiums and the like—are now planted among his vegetables, and the winter onions among his fruit trees.

The flowers and onions form a natural defensive barrier against some harmful insects, he said. The seeds and flower buds of the plants are disagreeable to the insects and drive them away.

In addition, he raises ladybugs and praying mantises. These destroy the insects that are not driven off by the plants.

This year, Mr. Frase is raising corn, oats, hay and a variety of vegetables on 10 acres of his farm, which is just outside Canton. The other 11 acres have been set aside as pasture for seven white-faced Herefords.

Although it’s an important part of his life, farming is only a part-time thing for Mr. Frase. Working on the Railroad comes first, he emphasized.

After work each day, he returns to the farm “to feed the cattle, tend to the chores and crops and do some plowing,” he said.

Mrs. Frase does her share of the work, too. “Right now, it’s harvest time,” she said, “and I drive the tractor.”

Mr. Frase recalled that it was harvest time when they were married in the late 30’s.

“I remember, too,” said Mrs. Frase. “We didn’t go on a honeymoon. Instead, I canned four bushels of tomatoes while Jim went on with the harvesting.”

But it’s not all work on the Frase farm. When their daughter Molly comes to visit with her three children, it’s time to relax.

“We have a pony we keep for the grandchildren to ride,” Mr. Frase said. “He sure gets a workout when Sandra, James and Robert arrive.”

Why does this farmer raise flowers and ladybugs?

J. C. Frase, PRR man, surveys his organic farm. In background are grandchildren.
They know about FIRE and they’re against it

There’s nothing theoretical about a fire to L. Carl Peifer and John McAleer. They know at first hand that fire burns.

Both men, clerks in the PRR Car Service Records Department at Philadelphia, have been volunteer firemen a long time—Mr. Peifer for 10 years, Mr. McAleer 21 years. Mr. Peifer is president of the Springfield (Pa.) Volunteer Fire Company. Mr. McAleer is recording secretary of the Lima (Pa.) Volunteer Fire Company.

They’ve answered hundreds of alarms, and they’ve witnessed the devastation and sorrow caused by fire.

So when Thomas F. Shaekel, manager of car service records, appointed them as captain and assistant captain for fire and emergency evacuation in their PRR department, they took a professional view of the assignment.

First thing they did was walk their fellow employees through the department to acquaint them with the fire exit. They inspected all fire-fighting stations and equipment.

They established a regular schedule of reporting on these inspections to Nelson Kennedy, the chief supervisor.

When fire instructions were issued to all the floor captains in the PRR offices in West Philadelphia, Mr. Peifer and Mr. McAleer took the initiative of reproducing these and distributing copies to all the employees in their department.

“The more people who know the details, the better they’ll act in an emergency,” Mr. McAleer said.

“The biggest thing the two men are stressing is fire prevention.”

PRR man tells how he keeps in shape

Don’t just stand there—run a little. Engineman Harry F. Branagan, on the New York Division, is always giving this advice to members of his crew.

In fact, he gives it to everyone he meets—men, women and children. He feels that everyone should follow some type of physical fitness program—provided it is approved by the person’s physician.

“Exercise keeps you alert,” he said, “and develops and coordinates your reflexes. This is very important for railroad men.”

“Exercise plus nutritious food are essential for doing a good job at work or at home.”

Generally he recommends the program prepared by the President’s Council on Physical Fitness. Running or jogging is an important part of that program.

“The books outlining the program are available through the U.S. Government for only 25 to 40 cents each,” he said.

“Reading and following them would be a step in the right direction for railroad people to get themselves and their families in top physical condition.”

Mr. Branagan practices everything he preaches.

“I run two miles every day,” he said. “So I’m wide awake and mentally alert by the time I get to my job.”

In addition, he lifts weights and ice-skates, plays football and tennis, and rides a bicycle.

Every chance he gets, he teaches the children in his Kew Gardens, N.Y., neighborhood about sports and physical fitness.

“If they start young, they’ll keep it up in later life,” he explained.

He himself started at 18 when he joined the Civilian Conservation Corps.

He worked in Glacier National Park, Montana, chopping trees, fighting forest fires and working on soil conservation.

“I could lift a 300-pound log then and I still can,” he said.

His working partner in the C.C.C. was Walter Matthau, Broadway actor and recent Academy Award winner. “I guess you could say I knew him when—when he was a tree chopper,” Mr. Branagan said.

After leaving the Corps, he felt a need to keep in shape. He joined the Brooklyn YMCA and started lifting weights.

“I met Vincent Edwards there and we became training partners,” he recalled. “That was before he became Dr. Casey on television.”

Mr. Branagan said that books outlining the Presidential council’s program on physical fitness may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. There are separate books for adults, boys, and girls.
Passengers hatched a plot

It looked like just another day on Train 225, the express leaving New York at 6 P.M., bound for Philadelphia. But there was something going on in the lounge car—sneaky glances among the passengers, quick whispers, a general air of conspiracy.

And then, as the train rolled across the meadows of North Jersey, the dark plot was revealed. It was a party for Trainman Max W. Berger.

Nineteen regular riders, who commute daily from their homes in the Princeton area to their jobs in New York, had gotten together to honor their favorite PRR man on the completion of 49 years of service.

Robert E. Clancy, an insurance company executive, presented Mr. Berger with an ornate scroll that read:

"Max Berger, Trainman Extraordinaire... In appreciation for many years of cheerful, courteous service to the tired commuters of Princeton Junction, we the undersigned have decided that you should own a piece of the Pennsylvania Railroad."

And Mr. Berger was presented with two shares of PRR stock (currently valued at $62 per share).

The commuters sang, "For He's a Jolly Good Fellow" and "Auld Lang Syne."

When they called on Mr. Berger for a speech, he said, "I'm a little shook up. I'm not a speech maker. All I can say is, Thank you."

And then he covered his emotion by calling out, business-like as possible, "All tickets, please."

Later, Mr. Berger commented:

"I simply couldn't believe it. You just don't expect this kind of generosity. After all, it's my job to be nice to them and see that they have a pleasant ride. Besides, being nice to them makes my job easier. But still... they were really good Joes to do this."

How to shoot 80 over par and enjoy it

His score was 152 for 18 holes. "That's better than double par," someone laughed at William Alexander, brakeman at Tacony Yard, Philadelphia Division, turned in his card.

Fred J. Daniels, conductor at C Street and official scorer of the Tacony Open, chuckled as he recorded the score. The total put Mr. Alexander first in line for the high-score award of the new golf tournament for railroaders.

"He took a lot of kidding, but it was all in fun," said Bryan Stoudt, Tacony yardmaster and one of the organizers of the outing.

"We went out for a good time and we had it. The tournament was very successful."

He explained that the men in Tacony Yard had never before gotten together in an organized sports activity. "We talked about our golf scores a lot, but that's about all," he said. "After a while somebody suggested a tournament and the idea just grew and grew.

"At first, it was for the men of the Frankford District. Pretty soon it was up to 30 players and more requests kept coming in."

Eventually, invitations were extended to all golfers in the Philadelphia and New York divisions.

Seventy-two players took to the fairways of the Pitman Country Club in Pitman, N.J. "We had so much fun, we're going to make it an annual affair," Mr. Stoudt said.

And all the fun wasn't on the course. At the 19th hole, there was a buffet dinner and the awarding of trophies.

Fred Schoen, Margie Yard conductor, took top honors of the Open with a low gross of 75. Chuck Yochem, Philadelphia, was second with a 77.

In the close-to-the-pin contests, trophies went to W. Grey, switch tender, Frankford; Al Salmons, conductor, Tidewater Yard; and William Duppell, engineman, Tacony Yard.

In the handicap event, W. Smith took the first-place trophy, and J. Carr was second. Both are from the New York Division.

Mr. Alexander was called last. Amid good-natured ribbing, he was presented with a special high-score trophy. It was a statuette of a golfer whose club had wrapped itself around him. A pointed example of how frustrating golf can be.

Brakeman W. S. Kotulka and Yardmaster W. J. Moore watch Engineman J. A. Curcio.

HERE'S THE SOLUTION—The October 1 issue of The Pennsylvania contained a railroad crossword puzzle created by William F. Beebe, senior analyst in the PRR Office of General Accounting. Those railroadroers who did the puzzle can now compare their solution with the official one, which is shown below as supplied by Mr. Beebe.

Brakeman W. S. Kotulka and Yardmaster W. J. Moore watch Engineman J. A. Curcio.
The High Speed is postponed—The PRR's High Speed passenger service between Washington and New York, scheduled to begin on October 29, has been delayed until the early part of 1968. This was agreed to at a meeting last month of officials of the U. S. Department of Transportation, the Pennsylvania Railroad, and the Budd Company.

A joint announcement said the additional time is necessary for completing the cars and conducting tests of their performance and reliability.

The present expectation is that the first six of the 50 cars will be finished some time in November. They will be used only in trial and demonstration runs until 22 additional cars are delivered early next year. All 28 cars will be put into service, forming 16 trains a day between New York and Washington—eight in each direction. The rest of the 50 cars are expected to be ready to run in time for the Spring timetable change, April 28.

New cars for commuters—The State of New Jersey has placed an order for 33 multiple-unit, stainless steel cars for commuter service. They will be built by the St. Louis Car Division of General Steel Industries, Inc.

The cars will be operated by the Pennsylvania Railroad, under contract to the State, and will run on four commuter routes: Trenton-New York, New Brunswick-New York, Rahway-New York, and South Amboy-New York.

The cars will seat 120 passengers each and will be able to reach 100 miles per hour, with a high rate of acceleration. They will have center doors, as shown in the artist's drawing above. Delivery of the 35 cars is scheduled for mid-1968. Ultimately, a total of 86 new cars will be needed to completely re-equip the PRR's commuter fleet serving commuters between North Jersey and New York.

The shopcraft decision—The Special Board, appointed by President Johnson to settle the wage dispute between six shopcraft unions and the railroads, agreed to a settlement on September 15:

- A pay increase of 6 percent, dating back to January 1, and a 5 percent increase effective next July 1.
- A series of four 5-cent pay increases over a period of a year and a half for shop employees who are considered to be of higher skill.
- A ban on strikes until January 1, 1969.
- A joint announcement said the additional time is necessary for completing the cars and conducting tests of their performance and reliability.

Praise from Japan—Nine Japanese railroad officials, together with a group of American rail representatives and newsmen, were given a ride last month on the four test cars that are leading the way to the new High Speed Service. "Very smooth ride—just like our Tokaido line," stated Yoshio Akamatsu, one of the Japanese officials. The Tokaido line links Tokyo and Osaka with trains running up to 130 miles per hour. The PRR test cars went as high as 137 mph.

William Reddig, Jr., a Washington Star reporter, also commented on the smoothness of the ride. "Sitting, it was like riding in an airplane through calm skies," he wrote. "Standing, the base was solid. You could walk back through the cars without being thrown into the laps of passengers."

Passenger service vital—Paul J. Tierney, vice chairman of the Interstate Commerce Commission, said government agencies are becoming increasingly convinced that steps must be taken to preserve essential rail passenger service.

In a speech at New York, he called attention to the High Speed Service as an example, and said, "The rails offer us the best possibility as the core of our mass transportation system in the densely populated Northeast Corridor.

"The railroad, he added, "is the safest mode of transportation. It has the potential of being the most economic and efficient method of transporting large numbers of people."

Backing up the war effort—A recent study stresses the importance of railroads to the war effort. About 40 percent of the domestic freight moving on direct order of the Department of Defense is carried by rail. But the railroads carry a considerably larger proportion of the heavy supplies. They handle about three-quarters of the munitions tonnage; all of the tanks and other heavy military equipment; and much of the gasoline and jet fuel. They also provide the long hauls for bulk-volume shipments of many kinds of war material.

The matter of firemen—The railroads have asked the U.S. Court of Appeals for the District of Columbia to reconsider a ruling that firemen must be used on "new runs" and in States where full crew laws have been repealed since the expiration of the 1963 arbitration award.

The railroads stated that "the employment and use of unnecessary firemen will increase the carriers' operating costs and thus will tend to increase freight and passenger rates. One can foresee an endless series of future controversies over what 'change in the operation of a train or some reinstatement of a prior operation constitutes the creation of a 'new run'."

The Court denied the railroads' petition, but did hold off its decision for 30 days, to permit the Arbitration Board that decided the firemen's case to file a brief on whether the Court's decision was contrary to the arbitration award.
What happens when trucks take the train?

EVERYBODY WINS! Railroads started "piggybacking" truck-trailers on flatcars to give customers a unique combination of the long-haul speed and economy of trains and the flexibility of trucking. The result is a better-service boom! In 1964 piggybacking shifted nearly 2,000,000 truck-trailer movements from roads to rails, and this volume could double in the next five years. This great transportation revolution benefits everybody with lower costs and faster delivery all the way to your supermarket. It's one more way in which the taxpaying railroads are winning new business with new ideas, providing better service at lower cost, and helping shape a better future for all America.