DANGER!
Will rubber-tire ‘trains’ soon clog the highways?

Large truck operators are pushing a campaign to win the right to run double-trailer trucks on the highways of Pennsylvania.

Motorists are against the monster trucks as safety hazards.

Railroads see these highway ‘trains’ as unfair competition on roads paid for by the public.

They warn of a threat to railroad traffic and railroad jobs.

But the proposal has the powerful backing of large trucking interests.

They have succeeded in having a bill introduced in the Pennsylvania House of Representatives which would authorize the use of trucks with two trailers, totaling 65 to 70 feet in length.

That’s as long as three typical family cars plus a compact car.

It’s markedly longer than the present maximum truck limit of 55 feet.

The proposal is identified as House Bill 1349.

It may come up for a vote very soon.

“If you live in Pennsylvania, tell your Representative in the General Assembly how you feel about this bill,” urges William A. Reiter, chairman of the Associated Railroads of Pennsylvania.

“Write him or phone him now.

“Your Legislator is under pressure from large trucking interests to pass this bill. He needs your support and encouragement to vote against it.”

Mr. Reiter pointed out that truckers won approval from the Legislature to increase the weight limits on trucks from 45,000 pounds to 62,000 pounds in 1957—and to 71,145 pounds in 1963.

“The large trucking interests continue to ask for even heavier, longer rigs,” he declared.

“If this double-trailer bill is passed by the Pennsylvania General Assembly and is signed by the Governor, you can be sure that the large trucking operators will promptly begin campaigning for even longer vehicles.

“That is precisely what they have done in other States.”

Samuel T. Milliken, manager of the Keyser Automobile Club, AAA, is opposing the bill in behalf of motorists. He declared:

“Allowing truckers to add another 15 feet in tractor and semi-trailer combinations would increase existing danger to motorists and small truck operators.

“It would further heavily damage highway surfaces already taking a beating from big trucks.”

Speaking for labor, Harry Boyer, president of the Pennsylvania AFL-CIO, said his organization is opposing the double-trailer truck proposal. “This is a definite safety hazard, because of the hills and curves that are especially peculiar to the terrain in this State,” he asserted.

It was pointed out that three 70-foot “motor trains” would haul the same amount of cargo as four 50-foot single units now haul. The new measure could therefore eliminate one out of every four highway trucking jobs. And it would eliminate one out of every four trucks as tax-paying units.

Similar bills to permit the use of two-trailer trucks were defeated in the legislatures of Minnesota, Maine and North Carolina during the 1965-1967 sessions. The testimony in opposition to the bills included the following points:

Double-trailer trucks require a greater distance to come to a stop than ordinary trucks, even though carrying the same weight of cargo.

Double-trailer trucks have a greater tendency to slip and jackknife on wet roads.

Double-trailer trucks cause greater interference with vision of motorists.

Double-trailer trucks mean more danger for the motorist who is trying to pass. Engineering studies show that an auto traveling 65 miles per hour needs 2669 feet of clear space to pass a double-trailer truck traveling at 55 miles per hour.

The bigger, heavier trucks require stronger roads and bridges—for which the average motorist must pay taxes.

“The double-trailer bill would not benefit most Pennsylvania truckers,” Mr. Reiter pointed out. “It would only result in a financial windfall for the operators of large trucks, particularly out-of-state truckers. It would mean fewer jobs for Pennsylvanians and less tax income for the State.

“The bill would provide another unfair competitive advantage to the big truck industry, at the expense of other truckers and the railroads.

“It would result in cut-rate employment in highway trucking and on the railroads.

“I urge all Pennsylvania citizens to speak out now—to communicate their views to their Legislators—before it’s too late.”

“... answered with a smile”

“I just want to express my appreciation to the very fine service accorded commuters by Conductor Frank Rapone,” wrote Robert H. Demehn, a suburban Dad of Philadelphia.

“First of all, he is friendly, with special attention always given to his passengers. Every question asked is answered with a smile.

“I have been riding Pennsy commuter trains for 43 years, and think it is time to hand a compliment to an A No. 1 conductor, when so many critics rap commuter service.”

Coal cars delayed by flooding were expeditiously handled by PRR men, evoking a letter of appreciation from New River Fuel Company, of Cincinnati, Ohio. Stewart H. Ashton, the sales manager, commended PRR freight train personnel and two PRR Sales Department office managers—Dave Terrell at Cincinnati and Joe Maher at Columbus, Ohio.

“The PRR men’s ‘sincere interest,’” Mr. Ashton wrote, “helps our relationship with the customer and also the reputation of the Pennsylvania Railroad.

Considerate handling of teenage passengers brought praise for Preston James, snack bar attendant. William W. Wickes, of Washington, D.C., wrote that his 13-year-old son and classmates regularly ride Train 549 on Sundays when they return to boarding school, and Mr. James (above) "is a favorite with the boys."

"They arrive at school too late for dinner, so he tempts them with good hot roast beef sand wiches, etc.,” Mr. Wickes wrote.

"Mr. James is always warm and cheerful, and eager to serve these passengers. My wife and I want to call this outstanding service to your attention."

Nearby residents who visited Conway Yard on a special tour day, expressed appreciation in several letters. "We want to thank you and your courteous employees for making the tour possible," wrote Mr. and Mrs. Clark Buchanan, of Freeport, Pa.

"We want to thank you and your courteous employees for making the tour possible," wrote Mr. and Mrs. Clark Buchanan, of Freeport, Pa.

""The men were very gracious in explaining the things we saw," wrote Mr. and Mrs. R. S. Hogan, of Zelienople, Pa.
**LIVE STEAM**

**PRR men help revive a romantic era**

Smoke and steam spurted. The driving rods lunged.

The steam whistle sounded its leg- ened greeting.

The sights, sounds, smells and thrills of the steam era filled the countryside.

Engine No. 3 was starting another run on the Wawa and Concordville Railroad. This is a railfan and tourist- line that began operating this year on the PRR's Octoraro Branch between Wawa and Concordville, Pa., approximately 15 miles southwest of Philadelphia.

At the throttle of No. 3 was En- gineer Lloyd Longenberger, one of a number of retired or active PRR employes who help run the 5-mile railroad.

Behind the engine were three open-air cars, filled with passengers. Many were children taking their first steam-powered ride. Some were oldsters taking a nostalgic step back to the days when the steam engine was considered by many to be the most exciting machine ever fash- ioned by man.

"Seems like old times," said En- gineer Longenberger. "It's fun to be back in a cab like this."

Mr. Longenberger retired from the PRR after 43 years' service—35 of them as an engineman, mostly on steam locomotives.

Another engineman, Gilbert Hellings, agreed that working on the Wawa and Concordville brings back fond memories.

Mr. Hellings was with the PRR for 47 years. About half that time he worked as a fireman on steam en- gines. Later, as an engineman, he op- erated steam locomotives until 1952, retiring the last one from the Phila- delphia helper-service pool.

"I left the Railroad in 1964 and Larry Knowles was my conductor on that last trip," Mr. Hellings re- called. "Now he's my fireman on the W & C.

Mr. Knowles retired in 1965 after 50 years with the PRR. Nearly 40 years of that time were spent as a brakeman and conductor behind steam engines.

George T. Fitzsimmons, now em- ployed as a PRR rules examiner, is a W & C conductor in his spare time. He formerly served more than 10 years as a PRR freight conductor on steam-powered trains.

"Steam railroading is more than just operating trains—it's fun," he said.

"We have happy passengers. The people come out here happy and stay happy."

Stanley A. McKay, W & C conduc-

Tor, said, "It's good to be in harness." He retired from the PRR in 1963 after 41 years' service.

"About 37 years of that was on steam engines as brakeman and con- ductor. I think it's wonderful and the people are very impressed with the W & C," he said.

The only PRR man on the W & C who doesn't date back to the steam age is Harry R. Habbersett. He joined the PRR just this year as a material management trainee.

"It's a lot of fun," he said as he oiled No. 3. Mr. Habbersett is in charge of maintenance and service for the W & C.

Under the experienced hands of the PRR railroaders, Engine No. 3 winds its way each weekend over the 100-year-old Octoraro Branch.

The railroaders point out that they follow PRR operating and safety rules.

"We even had to pass a PRR phys- ical to work on the W & C because it goes over the Railroad's line," said Engineman Hellings. "It's a real challenge to come out of retirement to pass an annual physical."

The Wawa and Concordville Rail- road is scheduled to operate until Thanksgiving Day—or until the crowds stop.

"I don't know when we'll close down," Engineer Longenberger said. "We're still hauling about 500 a day every weekend."

The men expect an increase in passengers as fall colors take over the foliage along the picturesque route. During the summer, the W & C hauled as many as 1,800 passen- gers on the 50-minute round trip be- tween Concordville and Wawa.

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**Could you qualify for this softball league?**

To get the privilege of wearing this white uniform and cap and pose for team pictures like the one at the right, you need the following quali- fications:

(1) You must be at least 75 years old.

(2) You must be at least 75 years old.

The men in the picture are mem- bers of the Three-Quarter Century Softball Club, at St. Petersburg, Fla.

From December 1 to April 1 each year, they play ball every Tuesday, Thursday and Saturday afternoons.

There are two teams, the Kids and the Kubs.

They usually draw a big crowd— as many as 5,000 on several occa- sions. Admission is free, but a col- lection is taken to cover expenses and to enable the club to make con- tributions to several charities.

Three retired PRR men are cur- rently active in the club:

The official announcer and score- keeper is George S. Herring. He's 77 years old. He retired ten years ago as head clerk in the Material Man- agement Department, Altoona, Pa.

Robert A. Hay, 77, plays on the Kids team. He retired in 1953 as a machinist in the Juniata Locomo- toire Shop.

Jasper F. (Jap) Myers, who is 79, plays with the Kubs. He retired in 1954 as a train dispatcher on the PRR's Lake Division.

But they all seem juvenile com- pared with the Kubs' pitcher, John P. Maloney. A former employe of Pyrene Manufacturing Company, he's 90 years old and is billed as "the oldest active ball player in the world."

The club's official bulletin points out that the teams play regulation seven-inning games, "presenting a challenge to come out of retirement to pass an annual physical."

The club bulletin says that when the players are asked what keeps them in such good shape, "the con- sensus indicates that exercise and the play impulse inherent in these games, played in St. Petersburg, 'The Sunshine City,' has definitely promoted good health and extraor- dinary longevity."

It adds that the members agree with Dr. Paul Dudley White, a heart specialist, who says, "The soft life is bad medicine. All healthy persons, regardless of their age, should exer- cise."

A final note: "75 percent of the players do not use tobacco in any form; and many believe this to be one of the contributing factors of their long and happy life."
When winter begins covering the roads and streets with snow and ice, Pittsburgh will be ready. A mountain of rock salt is being piled up at a strategically located storage area, ready to be trucked to the highways to melt them clear.

The salt is being delivered to this unusual stockpile in the Buncher Industrial District, northwest of Pittsburgh, by PRR crews. The salt comes from a remarkable mine which extends deep under

Lake Erie at Cleveland, Ohio. "It's a most interesting traffic development, and a lot of PRR men over a period of years have had a hand in bringing it about," says Vincent J. Floyd, PRR general manager of industrial development.

The story began a dozen years ago, when the International Salt Company began looking for a new source of salt in the Midwest, to supplement its three mines in New York, Michigan and Louisiana.

But in a sense the story began even earlier—about 400,000,000 years ago. That was when the salt waters of the Atlantic Ocean were spread over a large part of the Midwest.

 Movements of the earth's crust trapped the water in huge lakes, and when these evaporated they left beds of salt.

So salt can now be found underground in many States.

But you don't sink a mine just anywhere. You hunt for a place where there's a lot of salt, where it isn't too hard to get to, where it's relatively pure, where it's fairly close to market, where mining rights are readily obtainable, and where good transportation is available.

In prospecting for a mine that would fit all these requirements, representatives of the International Salt Company had the help and advice of the PRR Industrial Development Department.

"We were able to give them the benefit of the intensive studies we've made of mineral deposits," said Richard A. Teichman, PRR manager of industrial development, and a professional geologist. (He once explored uranium deposits for the Federal Government.)

A site for the new mine was finally chosen on Whiskey Island, a PRR terminal in Cleveland Harbor.

The PRR Real Estate Department arranged sale of the land to International Salt. The State of Ohio granted rights to International Salt—with royalty payments to the State—to mine a 5100-acre area more than a quarter mile below the bed of Lake Erie. "This reserve is estimated to contain 100,000,000 tons of rock salt," Mr. Teichman said. "That's enough to keep the mine going for 50 years."

"And I hope that PRR people will have the privilege of hauling it all that time."

Meanwhile, the other half of the story was developing.

The Buncher Company was looking for a suitable place to establish a rail-river-truck terminal in the Pittsburgh area. Here, too, men of the PRR Industrial Development and Real Estate departments went into action.

They helped the Buncher Company settle on a site at Leetsdale, Pa., on the Ohio River just six miles south of the PRR's Conway Yard.

Here the Buncher Company now erects buildings or leases space to other companies that want warehousing, distribution and storage facilities in this area. So far, 28 companies have taken space in the Buncher Industrial District.

This location proved ideal for International Salt when it contracted with the City of Pittsburgh and Allegheny County to provide Sterling-brand rock salt for highway ice control. The salt could be delivered during the warm-weather months, and be easily accessible during winter emergencies.

PRR freight crews have been delivering the salt in 100-ton covered hopper cars leased by International Salt. The lading is poured on a conveyor, which carries it and dumps it on an asphalt "pad."

And the salt is ready to go to work as soon as the snow flies.

Buncher has set aside an area for the storage of dry and liquid chemicals and other bulk commodities, in addition to salt.

At Leetsdale, the Buncher Company also operates an industrial park, which produces traffic for the PRR. Buncher designs and erects buildings which are leased to other firms for storage, distribution or light manufacturing. So far, 28 companies of national standing have taken space in this industrial park.

Incidentally, the Buncher Company has been expanding on the PRR. It recently opened an "apartment-type" warehouse at Corliss, Pa., southwest of Pittsburgh. Companies that want only a limited amount of space for storage and distribution can lease a portion of this large building. There are already nine tenants.

Buncher is also developing an industrial park on the PRR at Youngwood, Pa., four miles south of Greensburg, for which it has bought about 200 acres adjacent to the PRR's Youngwood Yard.

"Developments of this kind result in many cars of freight for PRR men to handle," says Mr. Floyd. "New customers, new traffic, new revenue—that's the way that we build our railroad's future."

The salt is hauled by PRR men from Cleveland to storage at Leetsdale. Here, at end of trip, are Engineer George Idzotić, Conductor R. J. Radelovic, Brakeman D. I. Casper.
The action was heavy that day at Enola

I t was a big job, and the men were working against the clock.

An old car-retarder mechanism had to be taken out, and a new one put in and hooked up—all with minimum interference to the operations of busy Enola Yard, on the Harrisburg Division.

The project began under the pale morning light of 7 A.M. It was scheduled to be finished at 4 P.M.

The urgency was evident as the two wreckmasters shouted orders to their crews, operating two big cranes.

"Boom 'er down!"

"Get those cables on!"

"Boom 'er up!"

"Now cable—easy . . . ."

The old retarder mechanism was being retired after 23 years' service.

"It just plain wore out," explained Robert A. Berg, foreman of communications and signals. "The new retarder will help the yard control cars more precisely and prevent damage to freight and equipment."

He watched the trackmen as they removed spikes and bolts from the retarder rails, under direction of Gang Foreman George Waltman.

As soon as they finished, the Harrisburg work train came over the hump, and was spotted within a few feet of the upper end of the retarder.

Wreckmaster Stephen F. Shean hit the ground shouting orders. The 120-ton crane belched white steam into the bright blue sky as it was positioned above the retarder.

Mr. Shean guided his crew: "Boom 'er down. Hold it. Cable down. O.K."

The men tied cables securely to the retarder.

Meanwhile, Enola Yard's own work train pulled up to the lower end of the retarder. Wreckmaster William L. Kennedy directed his crew by walkie-talkie.

He had the men brace their 150-ton crane and lie in to the retarder. Then they were ready for the lift. The wreckmasters coordinated the power of the two cranes.

Mr. Kennedy lifted first. His end of the retarder surged up with a whoosh. Then Mr. Shean lifted, and the retarder came completely out, swaying between the two cranes.

The orders rang out: "Hold it. Swing out. Hold it. Now down—easy—easy. That's it—all the way."

The retarder was laid out of the way beyond a pile of ties. The cranes were then turned to the new retarder, 100,000 pounds of steel waiting beside the tracks.

First, the yard gang cleaned up the pit left by the old retarder. Then the two work train crews lifted the new retarder.

Mr. Kennedy's crew lowered first, fitting their end snugly against the outer edge of the pit.

Wreckmaster S. F. Shean directs his crew as they hook crane-cable to old retarder.

They built their own traveling home

J ust a few more bolts and it'll be finished.

Then, William F. Purvis, PRR station agent at Canton, Ohio, and his family can take to the highways in their home-made camper.

It lends itself nicely to a nomadic vacation. Camper owners drive by day with everything they need locked in their mobile homes.

At night, they just pull off the road and set up housekeeping. They camp in parks, road-side rests or commercial trailer parks.

"It's a wonderful way to see the country," said Mr. Purvis. "And now we've got a camper built just the way we want for our trips."

"We bought our first two, but they just weren't right—too small. We couldn't find a ready-made unit large enough for the family so we decided to build our own."

The project was a family affair. Even four-year-old Duane did his share, carrying supplies. Mr. Purvis and son Brad, 17, did the heavy work. Mr. Purvis drilled holes for the bolts.

"We discussed ideas for the camper, but didn't have any precise blueprints," Mr. Purvis said. "We sketched a few things, but mostly we just built as we went along."

Their camper is fully insulated and fitted with safety-glass windows. The exterior is all aluminum; the interior is aluminum and is largely finished with vinyl.

It's equipped with a sink, refrigerator, toilet, stove and bunks, and a 110-volt electrical system.

"It took us all summer to build," Mr. Purvis said. "We weren't able to go camping this year, but we'll make up for it by taking a long trip next year."

In 1966, the family traveled 5,500 miles in their store-bought camper. Mr. Purvis said they would easily top that in 1968, "because the one we made is more comfortable."

It's also more comfortable on his wallet. It cost only $700 to build. To buy the equivalent would have cost about $2,700, he estimated.

With a mighty heave, cranes of Enola and Harrisburg work trains lift out old retarder.

Wreckmaster William L. Kennedy directs crewmen hooking cable to new retarder before lifting.

With a mighty heave, cranes of Enola and Harrisburg work trains lift out old retarder.

signalmen and trackmen swarmed along the retarder, assuring the fit of the ties into the concrete supports.

Some ties had to be shifted as Mr. Shean slowly lowered the other end of the retarder. Finally, it was lined up and gently inched into place.

Then communication and signal men jumped to work. They began hooking the new retarder to the track circuit, pressure controllers and air-pressure connections. And the yard crews repositioned rails and spiked them in place.

The new retarder came to work with new features designed to handle today's bigger and heavier freight cars.

It uses greater air pressures and has more powerful cylinders than the old retarder.

It has an electronic "presence detector." This spreads a kind of electrical umbrella over the track ahead of and beyond the retarder. Once a freight car enters within this area, the switches beyond the retarder are locked electrically. They cannot be moved by the operator in the retarder tower until the car has cleared the area.

This prevents the accidental movement of a switch beneath a car, and a resulting derailment.

There was a lot of delicate connecting, adjusting and testing to do before the new retarder was ready to receive freight cars. So the work crews went past the 4 P.M. deadline—but not much. The first car came through at precisely 4:19 P.M.

On the cover: Wreckmaster William L. Kennedy directs crewmen hooking cable to new retarder before lifting.
Vivid memories of World War I

Fifty years ago they went to war — the men of the 19th Engineers (Railway) Regiment.

They marked the event last month at a reunion at PRR American Legion Post 204, in Philadelphia. "Remember," asked B. W. Kline, formerly a PRR assistant master mechanic at New York, "how we arrived at that French railroad shop and found nothing there but the walls? We had to finish the place before we could even start working."

"And what a time we had putting those locomotives together," reminded Edward Mulrooney, formerly a mechanic in the Wilmington Shops. "The parts all came in different boxes and one was always getting lost."

"But were you there when the guys drilled a hole in a wine car?" asked Joseph H. O'Hara, retired car builder at Altoona Works. "What a day that was!"

The questions started a flood of reminiscences for the men of the 19th. The years had thinned their ranks, but hadn't dimmed their memory.

Fifty-three veterans attended the reunion.

"There are more of us still around," said Harold R. Jefferson, formerly a mechanic in the Wilmington Shops. "It was a chance to meet old comrades and relive the history of the regiment. They laughed pain-fully at the memory of the big snafu — the total unpreparedness of military authorities for the regiment's arrival in Europe.

Three weeks before sailing, the regiment learned it was headed for a new railway shop at Nevers, France, which had no equipment.

The regiment hastily assigned a team to study PRR shops at Wilmington, Del., and Trenton, N.J., and make a list of necessary equipment. Most of this was still not available when the men boarded ship at New York. And then they found out that even some of their personal gear was either still standing on the dock or was buried in the ship's hold under tons of equipment belonging to other Army units.

At sea, they discovered there was only enough lifesaving equipment for about two-thirds of the men on board. To make matters more scary, they sailed along the rocky coast of Nova Scotia in dense fog.

They landed in England safely, but short of motor vehicles, clothing, tools, rations and cooking utensils. They found living quarters inadequate or nonexistent as they moved through England and into France.

Because the Nevers shop was too far from completion to be put into operation, the regiment was reorganized into separate companies capable of independent operation. These were sent to railway shops throughout France for duty.

The men started from scratch, buying some tools and scrounging others from the French.

In many instances they had to build their own living quarters from the scrap lumber of shipping crates. Later, the French authorities developed new railway shops and the Americans were gradually called in from the smaller shops to man these facilities.

Despite this early confusion, the men of the 19th hung up an impressive record of achievement. During their 19-month stay in France, they assembled 335 locomotives and put 17 American ambulance trains into operation. They also constructed or repaired thousands of freight cars, and built depot facilities used by the French railway workers.

"If you want to summarize the whole thing," said ex-machinist Jefferson, "you can say we were given a big job to do, and we did it."

PRR men get acquainted with a yard locomotive. Place: Nevers, France. Year: 1917.

The railroad men were quick to decorate the cars with the names of their home States.

Some of the Pennsylvania Railroad men were assigned to this locomotive shop in Paris.

"Bon soir, France," they wrote on the cars when they headed for home in February, 1919.

But some men were sent with a contingent to Siberia to help defend Allied interests.
From the PRR Dining Car Department:
Sparkling Ideas for your Gift List

(Item A) Elegant set of 8 gilt-rimmed glasses with hefty 12-ounce capacity for highballs, fruit drinks, milk shakes. Each set contains four different designs, a pair of glasses in each design. The illustrations show Penn Station of tomorrow, old John Bull locomotive, Penn Station of yesterday, and Broadway Limited. Complete set of 8 glasses . . . $4. (For PRR employees, $3.20)

(Item B) These Old Fashioned glasses are whopper-size 15-ouncers—almost a full pint. Distinctively patterned—GG-1 locomotive metropolitan background. Set of 8 glasses . . . $4. (PRR employees, $3.20)

(Item C) These handsome gilt-edge 9-ounce Old Fashioneds have locomotive and Keystone in black and gilt. Set of 8, $4. (Employees, $3.20)

(Item D) Roly-poly glasses are 4-ounce cocktail glasses minus fragile stems. Maroon and white. Set of 8 glasses, $4. (PRR employees, $3.20)


(Item G) Bridge sets of exceptionally durable quality, gold-stamped with PRR Keystone. Set of 2 decks, $1.90.

(Item H) This gold-colored railroad spike is a unique gift for friends or business acquaintances. A practical paperweight with the size and heft of an authentic railroad spike. Each spike, in an individual gift box $1.50

(Item I) Miniature signs of the road, these unusual drink stirrers let you know whose drink is whose. Yellow plastic. Complete set of 6 stirrers 50¢

All items mailed anywhere in United States, postage paid by Dining Car Department. Please include sales tax where applicable. Note special prices on the glasses to PRR employees.

To: Sidney N. Phelps, Manager, Dining Car Service, Pennsylvania Railroad, Long Island City, New York 11101

Please send the following items, postpaid:

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<th>ITEM</th>
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<td>(A)</td>
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<td>Set of 8 15-oz. Old Fashioneds</td>
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<td>(D)</td>
<td>Set of 8 Roly-Poly glasses</td>
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TOTAL

Name.
Address.
City______State______Zip Code______

Enclosed is □ Check or □ Money Order for ______ payable to Pennsylvania Railroad Co. (Include sales tax where applicable.)
Threat to coal traffic and jobs—The proposed new State regulation forbidding the use of coal with a sulphur content of more than 1 percent would result in the elimination of the PRR’s coal traffic in New Jersey.

So testified A. Paul Funkhouser, PRR vice president for coal and ore traffic, before the New Jersey State Department of Health.

He said that the coal the PRR is presently transporting to New Jersey plants varies in sulphur content from 1.1 percent to 2.8 percent. The proposed new limit of 1 percent would mean that most New Jersey utility plants could no longer use this coal.

This would eliminate $8 million in annual PRR revenue and affect the jobs of 319 PRR employees involved in the transportation of coal, Mr. Funkhouser stated.

Coal brings in 35 percent of all the freight revenues received by the PRR in New Jersey, he pointed out. “Transportation of coal has been and continues to be the life-blood of the Pennsylvania Railroad,” he declared.

Mr. Funkhouser said the PRR “is in sympathy with soundly conceived programs for assuring clean air in New Jersey and elsewhere. We are currently cooperating with the coal industry and the electric utilities in locating future coal reserves and exploring the possibility of obtaining low-sulphur coals from PRR origins as well as from connecting railroads.”

He called for further investigation of the problem of sulphur emission, in view of the effect of the proposed code on railroad people and the future industrial development of the State. The new standard could raise the cost of electric power, and thus might have an adverse effect on industrial growth.

Fight against 2-trailer trucks—An editorial in the Pittsburgh Post-Gazette urges its readers: “Don’t Allow Double-Trailer Rigs.”

The editorial points out that a legislative bill that would permit such long trucks on Pennsylvania’s highways is being opposed by the Keystone Automobile Club, the AFL-CIO and the railroads. The editorial warns:

“The opposition of those groups may not be sufficient to defeat House Bill No. 1349, for the rich trucking industry maintains a powerful lobby in state capitals.

“Individual motorists, who are already frightened out of their wits by the hurrying monsters on the highways, should add their voices individually to the protests against this legislation.”

An editorial in the Pittsburgh Press warns that “history shows the truckers are never satisfied; they keep coming back for more.

“One trucking official here has spoken approvingly of experiments with triplets—three trailers behind one tractor on the Ohio and Indiana turnpikes!”

“Some method must be found to curb the voracious appetite of the industry for bigger, longer and heavier trucks.”

(See article on Page 1 of this issue of the Penn.)

Holy Name Society Communion — The Pennsylvania Railroad Holy Name Society of Philadelphia will mark its 22nd anniversary with a Corporate Communion and Breakfast on November 5. Reverend Daniel J. Kehoe will be the celebrant at Mass in the Cathedral of SS. Peter and Paul. The principal speaker at the breakfast will be Robert J. McCloskey, Deputy Assistant Secretary of State for Public Affairs.

New PRR spur opens way to new traffic

A newly-completed 8000-ft. spur has brought direct rail service to industries in the Greater Baltimore Industrial Park.

The spur is believed to be the longest built on the East Coast exclusively to serve an industrial park. Riding a diesel bringing the first freight cars into the industrial park were Leonard Gerber, the developer, and John E. Chubb, PRR vice president at Baltimore.

The spur branches off from the PRR’s Baltimore-Harrisburg main line at Cockeysville, Md.

The new rail service will attract industries to the park at an accelerated pace, Mr. Chubb predicted. Already 19 companies have established plants or branches there, with more than 6000 employees. Several plants are currently expanding, and there are plans for a number more.

Mr. Chubb pointed out that the Park’s location will make possible prompt switching service from the PRR’s Baltimore yards, and quick connections, through Enola Yard, with points all over the PRR and elsewhere in the United States.
To meet the mounting requests for these dramatic pictures of Pennsy trains in action, we now have an additional supply on hand—handsome, full-color prints suitable for home or office. The 4 paintings are reproduced from deep-etched lithographed plates and printed on fine antique stock. They are offered by the Pennsy at the modest price of $2.00 for the complete set. The prints measure 16 x 12 inches—a standard picture-frame size—and come in a portfolio that also serves as a natural package for Christmas gift-giving. The originals, painted by Grif Teller, were reproduced on PRR calendars for the years 1932, 1950, 1952, and 1960. Send for your full-color prints today.

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