Coming at you
164 miles per hour!
See Page Three
Dad's a grad at last

PRR Car Inspector J. B. Otto and classmates relax between sessions at Lycoming College.

Bach, bop, and barks

You don't sing Danny Boy on the farm of PRR Conductor Alexander J. Des Rosiers—you pet him.

Danny Boy is the conductor's Golden Retriever champion. "He's won ribbons in every show he's entered," Mr. Des Rosiers says.

Some of the champion's ribbons cover an entire wall of the office at Al-Rozzy Kennels, located on his farm in Collegeville, Pa.

"I have a lot more at the house, but I have to keep them in boxes," said Mr. Des Rosiers, who's been with the Railroad 23 years.

"I also have ribbons for my other two champions, but they're not as famous as Danny Boy. They are Golden Girlies Aphrodite, another Golden Retriever, and Brandywine Heather, a Gordon Setter."

They may not be as famous as Danny Boy, but they're well enough known among fanciers of their breeds to help form the backbone of the PRR man's kennel. The remaining 20 dogs at the farm are all descendants of the championship trio.

"I never planned on having a kennel," Mr. Des Rosiers said. "Twenty years ago I got a dog for myself and raised puppies for a hobby. I'd show them at various dog events when my job with the Railroad permitted.

"The thing really grew when my dogs started winning championship ribbons and people wanted their puppies. Danny Boy gave it a real boost and the whole project now fits very well into my five-acre farm."

He has a complete establishment for raising and boarding dogs. There's an office, a combination grooming and medical room, and indoor and outdoor runs.

"It's a lot of hard work, keeping and showing all these dogs," the conductor said, "but I manage to find time to relax."

He relaxes by playing his Allen organ. It's a large, electronic organ that originally cost $14,000. He obtained it after it was removed from a church and he keeps it in his oversized living room.

Mr. Des Rosiers plays the instrument in a very soft key. It takes only a fraction of its total volume to rattle the rafters of his 272-year-old farmhouse.

He has a strong leaning toward liturgical music—he once studied for the ministry. But his selections range from bop to Bach.

On several occasions, weddings have been performed in his home and he provided the organ music.

For a change of pace he turns to a piano. In lighter moments he takes up his accordion. He plays all three instruments with equal proficiency.

And the dogs, he adds, make nice music, too.

Six good New Year's resolutions

Dr. Stanley J. Cyran, PRR medical director, says: "Your heart does a lot for you—why not do something for it? Here are six ways you can help reduce the risk of heart attack. This information is presented in cooperation with the American Heart Association, which is now conducting its annual Heart Fund campaign. You can help the Heart Association’s research program by contributing your money. You can help yourself by following these simple rules."

This year will mark the end of an educational epic for John B. Otto.

This PRR car inspector will graduate from Lycoming College, Williamsport, Pa., with a Bachelor of Arts degree in education. The graduation will complete 12 continuous years of classes for Mr. Otto.

During the years, the Otto family name became practically a permanent fixture at the college.

First Mr. Otto went to classes with his wife, Doris, for two years. She graduated in 1966 and is now teaching school in Williamsport.

He went to school four years with his son John, who graduated in 1964 and is working for a steel company.

Mr. Otto attended school one year with his daughter Joanne. Then she left and finished her studies at Williamsport School of Commerce.

Now it's Mr. Otto's turn to wear the cap and gown. He'll graduate as a certified teacher with a major in history, probably at mid-term.

While he was going to school, Mr. Otto worked full-time for the PRR.

He's now third-trick car inspector in Newberry Yard at Williamsport. He has been on the PRR since 1936.

When a writer for The Pennsy phoned him recently, Mr. Otto was polite but firm. "I'm in the middle of two term papers and can't talk to you now," he said.

In a few days, however, the pressure was off. He called back to tell why, at 51 years of age, he is going to college.

"Since I got out of high school," he said, "I've always wanted to get a college degree.

"I wanted to improve my employment and retirement potential. I felt I should prepare myself in the event I ever was out of work."

He added that he intends to teach school after he retires.

Mr. Otto started going to college nights and summers. "But I finally ran out of available courses," he said, "and switched to a night job on the Railroad so I could go to college during the day. It all worked out just perfectly."
They got the bird

It was a fowl day for second-trick crewmen of No. 4 hump at Conway Yard. They were each given the bird—a turkey, that is—for their careful handling of freight. The nine crewmen scored the lowest percentage of impacts in classifying freight cars during November.

Presentation of the nine turkeys was the highlight of the first meeting in Conway District's new "SLD Clinic" car. The car will be used to bring the safety and loss-and-damage educational programs to men throughout the Central Region.

A classroom on wheels, the car is a refurbished P-60 passenger coach. It was reconditioned to permit audience seating for lectures, films and discussions.

"I think this is a great idea," said Steve M. Mihalinac, car repairman, as he stenciled a green cross emblem on the side of the car. "It should help keep down loss and damage and promote safety."

Mike Jasiniski, car department foreman, added, "The car looks great and I know it'll serve its purpose."

The clinic car was also air-conditioned and equipped to serve refreshments to groups up to 60. A new tile floor, extra lights, a speaker's podium and Jasiniski's new Dent Power Source were installed.

The coach was readied for its new duties in Conway Car Shop. Some seats were removed and those remaining were reupholstered. It was wired for electrical power and supplied with batteries for an independent power source.

The clinic car also was air-conditioned and equipped to serve refreshments to groups up to 60. A new tile floor, extra lights, a speaker's podium and Jasiniski's new Dent Power Source were installed.

The coach was then painted white, both inside and out, and trimmed in green. Poster displays and samples of damaged freight will be placed in the car.

"This car will be as well equipped as we can make it to fight loss and damage," said George S. Dyhouse, supervisor of damage control.

Paul E. Ford, assistant superintendent, pointed out that the clinic car is a Conway District project, but it will be made available to the entire Pittsburgh Division and the Central Region.

He said the next thing the District wants to get is a record of one million man-hours worked without a lost-time injury.

Receiving the turkeys were T. C. Soeder, retarder operator; W. C. Beltz, hump conductor; E. E. Hicks and J. J. Patrisian, Sr., pusher conductors; J. C. Schafer, trimmer conductor; R. Nudi, trimmer brake man; H. W. Giles and F. D. Huston, pusher engineers; and A. E. Fall, yardmaster.

In addition, Samuel Campese, car inspector, was presented with a Savings Bond for his safety slogan: "Safety is the only way to begin and end a perfect day."

Twirlers and Strutters

There were Popeye, Superman, Dino the Dinosaur, and the Blackhawks. They were all flying high at the recent Macy's Thanksgiving Day Parade in New York City.

The first three characters were giant rubber balloons that floated above the line of march. The Blackhawks were for real. They were a marching unit, 140 strong, from the Miller School of Baton Twirling in Dayton, Ohio.

The Blackhawks relaxed for their performance by taking the PRR's Spirit of St. Louis junior corp for a "guided tour" from PRR's Brakeman Ken R. Taylor.

They chartered three passenger coaches which were added to the train. Trainmen all along the route gave them special treatment—pointing out sights of interest, helping with their equipment and just generally making their trip a pleasant one.

The marching unit was made up of the school's junior and senior corps. The musicians are boys, the baton twirlers and strutters are girls. The Blackhawks senior corps has won ten consecutive Ohio State and U.S. Twirling Association championships, and the
Talk about SPEED

The PRR test train hit only 149 miles per hour this time, but it was the fastest rail ride ever for Canada's Minister of Transportation. "It was quite a thrill," said Minister P. T. Hellyer afterward.

He'd just traveled 23 miles in less than 15 minutes on the PRR's High Speed test track between New Brunswick and Trenton, N.J. He'd ridden the four-car experimental train which is paving the way for PRR's High Speed Passenger Service, scheduled to start this year.

Mr. Hellyer said he really wasn't aware of the train's speed until it was pointed out to him. He was looking ahead, over the shoulder of A. R. McRae, PRR assistant supervisor of motive power, who was at the throttle.

"You have to look to the side to realize how fast you're going," Mr. Hellyer said. "Watch this oncoming train and you'll see what I mean.

The much slower train appeared to stand still for a fraction of a second as the test train approached. Then it became a blur, whizzing by the side window.

During Mr. Hellyer's ride, the train was bucking an 11 m.p.h. headwind. This kept it from reaching the higher speeds, up to 156 m.p.h., of earlier demonstrations.

Since the official's ride, two of the new Budd Company self-propelled electric cars have reached a speed of 164 miles per hour.

These two cars are not experimental vehicles. They are the first of 50 cars being built for the actual High Speed Passenger Service and are undergoing rigorous acceptance tests. (See cover photo.)

The new cars were delivered on the day of Mr. Hellyer's ride on the experimental train. After the trip, he inspected the two cars, taking the engineman's seat of one "just to get the feel of it," he said.

Mr. Hellyer was accompanied by several members of the Canadian Department of Transportation. He was the most recent of a long line of important officials who have taken demonstration rides on the experimental train.

The Japanese director of transportation made the high-speed trip through the New Jersey countryside with a delegation of officials from Japan National Railways.

Delegates from the French and German National Railways also rode the High Speed train. They were escorted by representatives of the U.S. Department of Transportation and its Office of High Speed Ground Transportation, the Department of Commerce and the PRR.

Other VIP's who have ridden the test train are officials of the City of Philadelphia and the Public Utility Commission of New Jersey.

Officials of the engineering and public relations departments of many railroads have journeyed to Trenton to make the short but speedy trip. Other riders have been engineers and officials of the Budd Company; Melpar, a division of Westinghouse; General Electric, Western Electric and Bell Telephone.

The biggest single touring group consisted of 250 newspaper and magazine writers, photographers, and TV and radio newscasters and cameramen.

The PRR is hopeful that all the publicity generated by the demonstration rides will encourage a large turnout of passengers when High Speed Service starts this year.

His big day is Christmas

December 25th is sort of payday for George H. Cooper. He works all year long to see the sparkle of happiness in a child's eye on that day.

Mr. Cooper is a retired track foreman from the PRR's Lake Division. He devotes his retirement to making Christmas happy for needy children around his home town of North Lawrence, Ohio.

He repairs thousands of dollars' worth of broken toys for Santa Claus to distribute.

"I didn't know what to do with myself when I first retired," Mr. Cooper said. "But then I saw a couple of children who didn't have toys for Christmas. That decided it.

"I couldn't get them new ones so I got a few broken ones and repaired them in time for Christmas. Watching the children with the toys made up my mind and I've been doing it ever since."

From that beginning, the project has grown to where Mr. Cooper has repaired about $2,500 worth of toys for distribution this year. He has had to convert a building on his property into a repair and storage area for the toys.

He gets a big assist from the North Lawrence Fire Department. The members provide him with parts to repair the toys.

"I get more and more toys each year," he said. "People don't want to throw away toys that can be fixed up for the children.

"They come from as far away as 40 miles to leave them at my house."

The Salvation Army distributes most of the repaired toys to the needy children in the area. These are selected through various welfare agencies.

The remainder are distributed to patients at the State hospitals in Apple Creek and Massillon, Ohio. "Christmas wouldn't be Christmas without toys for children," said Mr. Cooper.

And Christmas wouldn't be Christmas without people like Mr. Cooper.

P. T. Hellyer tries telephone aboard test train which will permit future passengers to receive or place calls throughout U.S.
You'd like to have a lettuce & tomato sandwich?

Well, it's a large order....

Before you spread the mayonnaise on the lettuce and tomato, give a thought to William Brooks.

He's a PRR car inspector at 59th Street Yard, Chicago. He helped check the running gear on Freight Train CG-2 one day recently, when the train headed east with cars of lettuce and other vegetables from California.

And give a thought to Albert G. Farmer. He's a PRR engineman on the Chesapeake Division.

He was at the controls of Train MD-18 when it headed north out of Potomac Yard, Va., with cars of tomatoes and other vegetables from Florida.

Their skill, promptness and watchfulness helped assure that the lettuce and tomatoes reached destination fresh, crisp and unbruised....

To make a sandwich worth eating, their efforts—and the efforts of hundreds of other Railroaders—are enabling the PRR to give improved handling to the large volume of fresh fruits and vegetables that take the PRR route to the dinner tables of Eastern consumers.

"Many thousands of households depend on us to bring them the products of America's farms in farm-fresh condition," says Frank H. Hillgartner, PRR manager of perishable traffic sales.

Lettuce is hand-picked in a California field. (Western Growers Association photograph)

"Transporting these fragile commodities is the highest test of railroading skill.

"And I believe that Pennsy people are meeting that test better than anybody else.

"But I'm not saying we're perfect. We slip up, too.

"When anything goes wrong," says Mr. Hillgartner, "we hear about it, loud and clear, from the shipper and receiver. And believe me, it hurts us as much as it does them—or more.

"Our continued enjoyment of this substantial volume of perishables, and our ability to attract more of it to our railroad, depends entirely on our reputation for giving superior service. If we fail to provide it, what do these shippers need us for?

"We won't kid ourselves. There are other railroads and trucking companies ready and eager to take business away from us. One day there's a shortage of apples on the market and the price goes up. The next day, a dozen carloads may arrive—more than the market can use—and the price takes a nosedive.

"Furthermore, perishables spoil fast. The receiver can't hold these products very long in hopes of a price rise. He has to sell.

"Then there's the awful problem of unexpected weather conditions. A sudden freeze can injure the orange crop, and skyrocket the prices on whatever oranges escape the freeze.

"Six years ago, the Texas citrus fields were devastated by a hurricane. And last year, just when they were beginning to recover, Hurricane Beulah blasted them again.

"So you see, perishables are a chancy business—for the grower, the shipper, the broker, the ultimate seller.

After being vacuum-chilled, boxes of lettuce are loaded for shipment to East. (Western Growers Association photo)

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After being vacuum-chilled, boxes of lettuce are loaded for shipment to East. (Western Growers Association photo)
At terminal in Philadelphia, PRR Patrolman Dan Fleming blows whistle, signaling the start of daily sale of vegetables.

The condition of carloads of produce is checked promptly on arrival by George P. Ward and other agents assigned by Railway Perishable Inspection Agency.

It isn’t a refrigeration process. Instead, the boxes of lettuce are put into huge steel tubes, from which the air is sucked out by vacuum pumps. This makes the surface water evaporate, chilling the lettuce down to about 33 degrees. Then it’s loaded in refrigerated freight cars or trailers.

Right now, Mr. Hillgartner continues, tomatoes to mate with the lettuce are in the midst of the 1967-1968 harvest season in Florida, and will reach a peak in May.

"Did you know," he asks, "that Florida, besides being the biggest producer of oranges and grapefruit, is now the second biggest vegetable producer in the Nation? Only California is ahead of it.

"In a typical season, Florida farmers harvest something on the order of 1,700,000,000 tomatoes, which brings them a return of approximately $100,000,000.

"There have been many advances in the variety and quality of the tomatoes produced on the farms of Florida.

"And the railroads have made important improvements in the refrigerated boxcars and piggyback trailers provided for hauling this and other kinds of produce in the most efficient way.

"And the railroads have made important improvements in the refrigerated boxcars and piggyback trailers provided for hauling this and other kinds of produce in the most efficient way.

"All this gives you a brief summary of the complex story that lies behind your lettuce and tomato sandwich.

"Hope you enjoy eating it."
What’s this about the Broadway Limited?
The Pennsy interviews W.G.S. Savage, Jr., acting general manager of passenger sales

Q. Mr. Savage, there is considerable interest in the consolidation of two of our New York-Chicago trains, the Broadway Limited and the General. Can you please explain this development?
A. In brief, the number of passengers on these two trains had fallen off so drastically that a single train could easily handle the present volume. So we wanted to do what any business would sensibly do—reduce our costs by combining these trains. We did this on December 13, consolidating the two trains under the Broadway name.

Q. How many passengers was the former Broadway carrying?
A. Our latest survey showed that on the average, there were about 50 passengers a day on the Broadway each way. That’s obviously not enough passengers to justify operating a separate train. Besides that, we lost the Railway Post Office car that formerly was carried on the Broadway.

Q. Aren’t the passenger figures you gave me based on exceptionally low days?
A. No, I gave you an average day. For the lowest days... Well, here’s an example. On November 1, the eastbound Broadway carried 21 passengers. The westbound Broadway had only 17—hardly enough to fill one car.

Q. Some people say that advertising would have brought more passengers to the Broadway.
A. Anybody who says this is ignoring the advertising and promotional campaign we put on. Our agency produced a most unusual series of ads, which we published in newspapers and magazines with a total readership of more than 10,000,000. We mailed out thousands of booklets and promotional cards to prospective customers. We introduced new niceties of service: sherry without charge at dinner; “take-with” cigarettes, apples and mints after dinner; complimentary canapes in the lounge cars; a morning newspaper delivered to each room. Many newspapers praised us in articles and editorials for our sincere and intensive effort to attract passengers. But all this did not reverse the downward trend of business. Apparently, everything we did could not overcome the one big advantage of the jet planes—speed.

Q. You said something about mail. You mean the Broadway no longer carried any mail at all?
A. That’s right. The U. S. Post Office Department took the Railway Post Office car off the Broadway on September 2. That meant an annual revenue loss of $495,000, making the train a heavy deficit operation.

Q. Some people will interpret this consolidation of trains as part of a general move to get out of the passenger business, won’t they?
A. I suppose some will interpret it that way, but it isn’t true. Let’s look at the facts. Our railroad currently is spending about $45,000,000 on the new High Speed Passenger Service between New York and Washington. That is far above what any other railroad in the country is spending on new passenger equipment and facilities. In fact, I wouldn’t be surprised if it’s more than all the other railroads combined are spending for such purposes. It should be obvious that we sincerely are out to build up our service in places where there are good, solid prospects for attracting more passengers.

Q. You mean north-south travel between New York and Washington is where we see the only prospects for passenger increases?
A. I’d say it’s our best potential. A tremendous number of people live along this route, which has become known as the Northeast Corridor. If you extend the corridor all the way to Boston, you’re dealing with about a fifth of the Nation’s population. There are plenty of highways here, but we think there are many people who are tired of fighting the battle of automobile traffic and will be ready to return to the rails when High Speed Service begins. There is also plenty of airline service in this area; but here, too, there’s the problem of fighting your way through auto traffic to and from airports, whereas the train takes you from the center of town and delivers you in the center of town. We have a big selling point here and we’re going to give it all we’ve got.

Q. We don’t have similar advantages in east-west travel?
A. The airlines have a big advantage over us in travel exceeding 400 miles. When you can jet from New York to Chicago or St. Louis in less than two hours, not many people want to take an all-night train ride. That’s the hard fact we have to face. We think the Broadway, as it has existed all along, has been a great train, and so have the passengers who have ridden it. The trouble is, there just haven’t been enough of them.

Q. What is the consist of the new train?
A. Generally speaking, part of the new train is made up of sleepers from the Broadway, part is made up of coaches from the General. There are dining and lounge cars between the parts.

Q. There is still a wide choice of Broadway sleeping accommodations?
A. Correct. The passenger has a choice of roomettes, duplex rooms, double bedrooms, compartments and drawing rooms. We have taken off the observation car which contained two master rooms, but these rooms were rarely taken by passengers. We have put back into service the mid-train lounge, which had been taken off a year ago. The elimination of the rear-end observation car simplifies the switching at Harrisburg, where we put on and take off the Washington cars. We’re thus able to make our schedule faster than it otherwise would be.

Q. What about the facilities for coach passengers?
A. They have their own lounge car, with a snack bar serving food at budget prices, as well as beverages. There is a twin-unit diner, open to first-class and coach passengers. All the coaches, of course, have reserved reclining seats.

Q. How does the consolidation of the two trains affect passengers?
A. There will be little if any inconvenience for most passengers. As you know, The General has always departed earlier and arrived earlier than the Broadway. The new consolidated Broadway departs and arrives on a schedule approximating the two previous schedules. Westbound, the new schedule is identical with the previous General’s schedule; eastbound, it’s close to the previous Broadway’s. Specifically, the westbound Broadway leaves New York at 5:05 P.M. and arrives in Chicago at 8:45 A.M. The eastbound Broadway leaves Chicago at 4:20 P.M. and arrives in New York at 9:30 A.M.

Q. What stops does the new Broadway make?
A. The same stops as before, plus the stops which the General formerly made and the Broadway did not.

Q. The complimentary sherry and other features you mentioned before—are they being continued?
A. Yes, they are. In brief, first-class passengers continue to receive first-class service on the Broadway. And I feel confident that most of our passengers will find the new schedule entirely satisfactory.

Q. Suppose there are times when we have heavier travel—more than can be accommodated on the new train?
A. During peak holiday periods and other times when normal volume is exceeded significantly, we plan to operate extra sections of the Broadway Limited as needed.

The niceties of Broadway service are still in effect: complimentary canapes in the lounge car, sherry “on the house,” a free morning newspaper in the shoebox.
Merger decision awaited—The Pennsylvania Railroad and the New York Central are now awaiting a decision from the U. S. Supreme Court on whether they may proceed promptly with the merger.

In briefs filed with the court, and in oral argument held on December 4, the two railroads said that any further delay would be injurious to the railroads and to the public interest.

The U. S. Department of Justice stated: “There remains no justification for any further delay in consummation of the Penn Central merger.” The Interstate Commerce Commission also backed prompt action, as did the States of Pennsylvania, New York, Massachusetts, Connecticut and Rhode Island.

New plant on the PRR — I. Schumann & Company, a family-owned metal-refining company at Cleveland, is celebrating its 50th anniversary by moving to a new $2½-million plant in suburban Oakwood Village, southeast of the city. Happy partner in the move is the Pennsylvania Railroad, which sold the 12-acre site for the plant, and stands to benefit from the freight business the plant will generate. The previous Schumann plant was served by another railroad.

The Schumann company said that the new plant, which will smelt and refine brass, bronze, copper, nickel and other metals, will be the most modern of its kind. It will include a $250,000 system for curbing smoke and fumes to control air pollution.

Ralph S. Podas, PRR manager of industrial development, said that the PRR owns substantial additional land in the Oakwood Village area. “The assets,” he said, “include convenience to suburban living for employes, proximity to the greater Cleveland expressway system, and excellent trunk-line rail service.”

Award to PRR’s chairman — The Wharton School Alumni Society of the University of Pennsylvania awarded its 1967 Gold Medal of Merit to Stuart T. Saunders, PRR board chairman. He was honored for “distinguished leadership in the promotion of public understanding of business, for his inspired performance in management, and for his personal contributions to American business and higher education.”

Dividend declared — The Board of Directors of the Pennsylvania Railroad Company voted a regular quarterly dividend of 80 cents per share, payable December 21 to stockholders of record December 4.

The safety race — Figures on employe injuries for the first 10 months of 1967 showed the Harrisburg Division leading the PRR System with a ratio of 4.89 lost-time injuries for every 100 employes. Address any communications to 5th Street Center, Six Penn Center Plaza, Philadelphia, Pa. 19104.

A reader complains about the appearance of Miss Careful Handling of the Altoona campus of the Pennsylvania State University, I would like to do a speech on the article mentioned. My reason for writing is to obtain more information so I can successfully persuade my classmates that this is a threatening problem and that we all should inform our representatives to vote No on the bill.”—William F. Schmitte, Altoona, Pa.

“I recently learned that you had a picture of the Kids & Kubs Softball teams, St. Petersburg, Fla., in your November issue, and that you had made special mention of the oldest softball pitcher in the world, John P. Maloney, who is my father. He will be 92 on June 27, and is still pitching, playing shuffleboard, shooting pool, to mention some of his activities. Thank you very sincerely for this ‘plug’ for the ‘boys.’ They dearly love this type of recognition.”—Mrs. Warren K. Van Hise, Madison, N.J.

B. A. Bannon, Jr., of Glenview, Ill., disputes The Pennys’s article on the hazards of two-trailer trucks. The Pennys cited engineering studies showing that an auto traveling 65 miles per hour needs 2669 feet of clear sight passing distance to safely pass a double-trailer truck traveling 55 miles per hour. Reader Bannon says that by his own computation, the figure is 2166 feet. He also questions whether a double-trailer truck takes appreciably longer to come to a stop than a single trailer, and he argues that the use of double axles distributes the load desirably.

“Congratulations on your splendid issue of The Pennys.”—John A. Rupp, retired B&O accountant, Baltimore, Md.

Selling Christmas seals — They rode the observation platform of the historic “President” car on the Strasburg Railroad to launch Pennsylvania’s 1967 Christmas Seal campaign: PRR President Allen J. Greenough, honorary chairman of the campaign; Miss Doris Ann Lausch, Miss Pennsylvania for 1967; and Davitt S. Bell, board chairman of Edgewater Steel Company and president of the Tuberculosis League of Pittsburgh.

This year’s Christmas Seals featured drawings of old-time railroad cars.
The new excitement between New York and Washington — THE METROLINERS

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