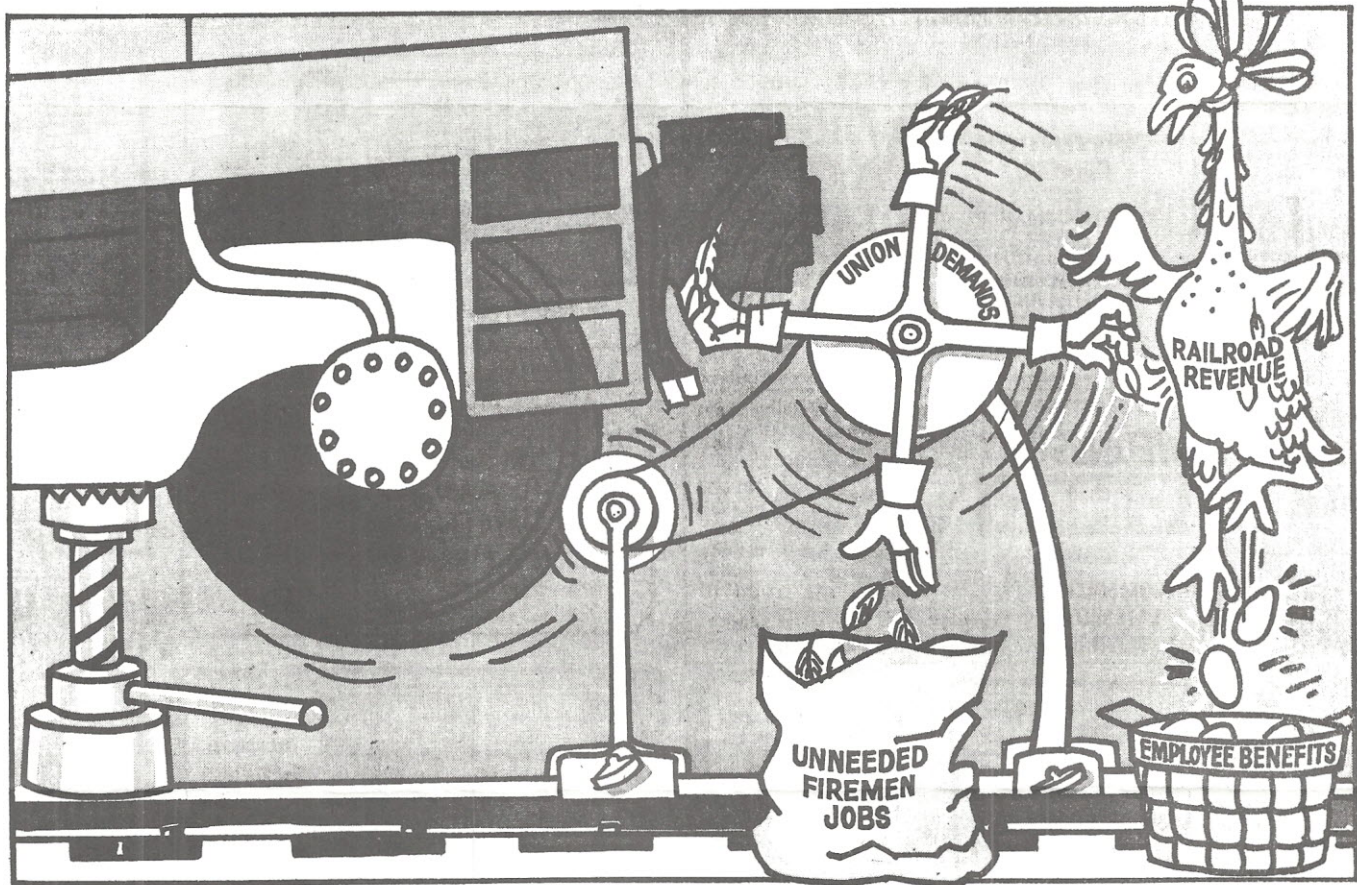


# The amazing featherbed machine



**A Presidential Railroad Commission rejected it.**

**Congress provided for a Board to deal with it.**

**That Board ruled against it.**

**The Courts agreed.**

**Billions of dollars were wasted on it.**

**Now, the Union wants it back.**

**Aw, come on, fellows!**

This will surprise—and maybe shock you.

But we have to tell you that the problem of featherbedding firemen on freight and yard diesels is alive again.

No doubt you thought the featherbedding firemen problem was settled. The railroads thought it was. And so did all of the impartial investigating groups that found firemen on diesels unnecessary. There's no coal for them to shovel, no fires for them to stoke. And with both the engineer and brakeman in the cab of a road locomotive, there are no lookout duties for a third man to perform.

So the railroads got a green light to eliminate the firemen featherbedding jobs. But the men were protected. They received other railroad jobs at no loss in earnings or got generous severance allowances.

Despite all this, the leaders of the Firemen's union are demanding that we return to featherbedding! That we restore the unnecessary jobs—even though that means hiring new people with no previous railroad experience—regardless of the damaging cost to you the public...and the serious effects on the ability of railroads to make progress.

And railroads must continue to make progress... faster... to keep ahead of your growing transportation needs.

**American  
Railroads**  
WASHINGTON, D. C.

## There must be a stop to featherbedding

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## COLUMN ONE

"WE GET LETTERS"

Dear Sir,

As a faithful subscriber and also as Superintendent of Transportation for PATCO, I'd like to make a few comments on the article of January 10. I guess your reporter David Wilson must have been a little weary-eyed at that early hour of 10:00 AM, because he didn't seem to note a few things about the line.

First, while only four two-car trains were operating, there were a sufficient number of cars available to run them as four car trains had the riding required them. On the next day (Sunday) we did need and use three car trains and on Monday we did need and use four car trains as planned. It should also be pointed out that the two damaged cars were not PATCO property but were test cars under the control of GE and the Budd Company.

There had been no scheduled plans for SEPTA to run a substitute service when the Bridge trains were not operating. Public Service, Red Arrow and Philboro operations were deemed sufficient to carry the 6000 Bridge train riders for the month of January. Most of this riding was in the off direction, bringing riders to Camden in the AM to work at Campbell Soups and RCA plants.

73 new cars are on the property with cars 248 and 249 not having been delivered from the Budd plant at this writing.

The asking price of \$10,000 per Bridge car has not been changed. The City of Philadelphia is making a decision now about leasing or buying these 23 cars.

All end cars on PATCO trains are equipped with WORKING cab signals which Mr. Wilson did not notice. Almost all end cars are equipped with ATC which enforces the indications on the cab signals. Any non-ATC cars are run as middle cars of three and four car trains. Wayside signals are located along the line at all crossovers and turnback tracks which Mr. Wilson failed to notice.

Also, certain cars are equipped for automatic train operation (ATO), and train attendants are broken in on this type of operation as cars are available.

Thanks a lot,

ROBERT S. KORACH

(Transport Central is happy to let reader Korach—an excellent author and reporter in his own right—set the record straight. Correspondent Wilson has been sent back to a certain school for some "retraining" -- Editor.)

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THE COVER: As the controversy over train crew sizes heats up again, ads like this will be commonplace in the nation's press. The one reproduced here appeared earlier this week in many papers throughout the country.

## NEWSFRONT

GRADE CROSSING SAFETY -- Canadian railroads and municipal authorities have been experimenting with various ways to cut down on grade crossing accidents. With 31,008 level crossings in Canada (of which only 8 per cent have electric warning devices) the problem is great. Studies show that though grade crossing accidents are few in number, they are extremely deadly, with 1 in 3 killed contesting a train opposed to 1 in 22 in a highway accident. Beaverton (Ontario) has placed stop signs at all crossings within its corporate limits; though illegal under Provincial traffic laws (and hence unenforceable) the signs have eliminated accidents thus far. The Canadian National is experimenting with strobe-like flashing beacons on its Rapido and Tempo trains; thus far, no statistics have been released on their effectiveness. The stop sign approach has strong backing, however, as Michigan (which installed them at all unprotected crossings a year ago) reported that grade crossing accidents decreased 80% over the previous year. The strangest part of the situation lies in the fact that Canadian officials found most such accidents involved drivers in the 20 to 40 age bracket, and most occurred during the winter months in broad daylight and clear weather.

CANADIAN COMMENTS -- Canadian National spokesmen say the TurboTrains probably will not resume operations until next Spring. Electrical problems caused by snow and cold weather have prompted the railroad to await better weather and improved chances that the equipment will not continue to falter under adverse weather conditions after several months of daily operation. Rapido equipment is presently in use on the former Turbo departure times.

CN has petitioned train 990, Toronto to Markham, Ont., for March 31; this is a one-way, "not in the Guide", one-coach commuter train....Talks are currently under way for a possible merger of all or parts of Air Canada and Canadian Pacific Air into a new national airline; AC is government-owned, while CP is a private carrier....Dominion authorities are beginning negotiations with European nations for direct, foreign-flag international air service to Toronto, Canada's largest city without such service, to begin in the 1970's. Air Canada currently operates a few global flights from Toronto to Europe, all via Montreal.

SHORT ORDER FARE -- Northwest Industries (C&NW's parent) has announced plans to make a tender offer for a controlling interest in giant rubber manufacturer B. F. Goodrich....Add Penn Central to the growing list of railroads forming holding companies for diversification purposes....Former U. S. Transportation Secretary Alan S. Boyd has been named president of the Illinois Central Railroad following William Johnson's move to board chairman and chief executive officer of IC Industries, the road's parent....The Interstate Commerce Commission has broadened and made permanent its interim order allowing U. S. railroads to raise rates 3 to 10 per cent last November 28; grain and grain products were added to the increased rate structure except in the West, where a smaller hike had been previously approved....CB&Q was told it could discontinue the Nebraska Zephyr (11-12, Omaha-Lincoln) effective January 21, but it must run the Galesburg-Omaha portion for another year....Penn Central will discontinue 87-88 (Richmond, Ind.-Columbus) effective February 5.

LONG HAULS -- A quote from the press on the inaugural MetroLiner run: "Also causing favorable comment among riders were the announcements over the train loudspeaker. When the train made an unscheduled stop at Claymont, Del., riders were told the reason—to check the train. (A small tree branch had been sucked up in an air intake)"....New crew procedures and expanded research have been recommended by the National Transporta-

tion Safety Board to cut airplane crashes during the approach and landing phase of flight. A number of such accidents in the past month have spotlighted certain weaknesses in such procedures....Aer Lingus (Irish International) will begin daily Chicago-Shannon/Dublin non-stop service (with one intermediate halt at Montreal on Sundays only) June 1....Low-cost air fares for younger persons should be dropped, a CAB examiner has ruled. His decision becomes final unless contravened by the full board in 30 days; the CAB has also recommended a general fare increase of about 3.8% to be effective in March....Air West has told the CAB it must shut down if its proposed deal with Hughes Tool is not quickly approved. AW, itself a merger product (Bonanza, Pacific and West Coast), serves 83 airports in 8 western states, Canada and Mexico; Howard Hughes has agreed to purchase the line for some \$90,000,000....Overseas National Airways has received USSR permission to operate charter flights to the Soviet Union; it is the first supplemental carrier so authorized....The CAB has tentatively ruled that the three helicopter airlines (in Chicago, Oakland/San Francisco and Los Angeles) now restricted to whirlybirds only be permitted to graduate to VTOL or STOL craft; New York Airways previously received the same authority....Air France, Lufthansa, Alitalia, Sabena and UTA have formed an integrated organization to share costs on their jumbo jets; KLM, Swissair and SAS also have set up such a group....Sabena is negotiating for authority to operate into Chicago....Boeing will market the German five-seat BO-105 helicopter in the U. S.

URBAN OUTLOOK -- The North Western will report a profit of over \$2½ million on its commuter service for 1968; this is the sixth consecutive year of black ink for the suburban operations; eight new bi-level coaches will be added to the fleet this fall....The Japanese National Railways have added 506 more pushers to their stable; 2577 such employes now shove workers into crowded trains during the rush hours....That Fairmont Hi-Rail test bus will soon demonstrate in Rockford and possibly also in the Chicago suburb of Oak Lawn....A division of Sperry Rand has received a DOT grant to investigate the possibility of a bus priority system that would emphasize the flow of people rather than vehicles during peak periods; Washington will be the laboratory city....The CTA has stopped running buses on bald tires. A new method of regrooving bus tires has proven successful and has sidestepped the controversy over the merits of bald versus grooved tires in icy weather....A 1967 pact with the North Western has temporarily forestalled the city's efforts to assure extension of the John F. Kennedy rapid transit line to O'Hare Field. The CTA made the agreement not to extend beyond Jefferson Park with C&NW when it applied for federal funds to complete the JFK line to that point....AC Transit will receive 45 more new buses this year. Two-thirds of the AC fleet then will be "New Look" coaches and all of them are to be radio-equipped by Autumn....WMA Transit drivers and mechanics went back to work last week after a 40 day strike. The company is one of three Washington area suburban carriers....An election will be held March 18 in Vancouver, Washington, to determine voters' attitudes toward a city-owned transit system to take over from Vancouver City Lines. The private firm has been beset with the usual financial problems.

LAST WORDS -- The Chicago Transit Authority has renamed its technical book collection the Harold S. Anthon Memorial Engineering Library, in honor of the Authority's former general engineering superintendent. Mr. Anthon died a year ago....Another authority has been born: the Mahoning Valley Regional Mass Transit Authority has been set up to oversee transit services in the area around Youngstown and Warren, Ohio. A nine-member board will devise a mass transit program for the area....The Bay Area Rapid Transit District is to request from DOT some \$5 million for construction and testing of a prototype rapid transit car. The firm that builds the prototype will also construct the first 250 BARTD cars.