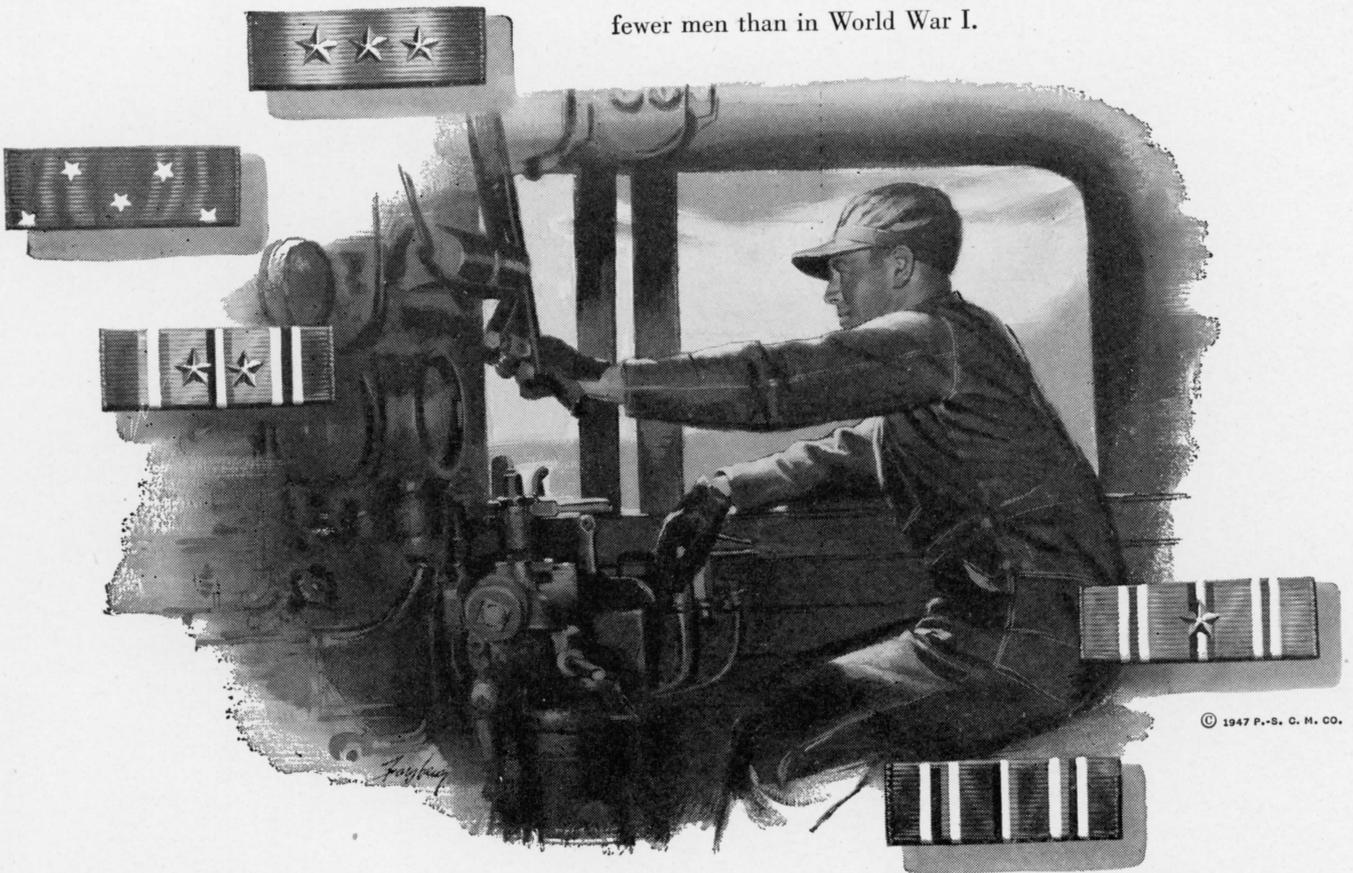


Let's Not Forget...

In peace or war, American railroads must be geared to the transportation needs of all-out production.

No shipping emergency allows time to repair any public neglect of railroad facilities. The railroads must be ready always to do, *without warning*, the job they did in the last war. They are the backbone of peacetime economy, the life-line of your army and navy.

About 97% of all organized troop movements and 90% of all military freight moved by rail in World War II. Under private management, the railroads astonished the world with their performance. In the greatest traffic movement of all times they handled double the load, with far less equipment and half a million fewer men than in World War I.



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When earnings permit, progressive railroads invest heavily in plant improvements and new equipment. They have bought from Pullman-Standard hundreds of streamlined passenger cars and thousands of freight cars. Pullman-Standard is using its every resource to speed production on these cars and hold down costs. One product of this effort is a standardized box car—the new P-S-1—which the railroads are buying and putting into service by the thousands.

Privately operated, the railroads **paid** some \$4.6 billion in taxes to the federal government in World War II. In contrast, during the first World War, federal control and operation of the railroads **cost** the taxpayers \$1.6 billion. Shouldering a huge improvement program, the railroads today are breaking all peacetime records in tonnage hauled. To maintain their properties in peak condition and *to go ahead*, they must have adequate earnings. In serving the railroads, Pullman-Standard serves the nation. Its resources and facilities as the leading builder of railroad cars make it one of America's "most versatile arsenals".

Pullman-Standard CAR MANUFACTURING CO.

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PULLMAN-STANDARD—Copy No. 151—2416—7 x 10 in.
Army Transportation Journal, March—April, 1948