Our passenger department has a really varied assortment on sale these days, and we can all give them a lift by talking about the trips to our friends.

For the KIDS, there are the educational tours to Washington, D.C., with the added interest of a side trip to Annapolis and the United States Naval Academy. Many of our schools in this area are regular patrons from year to year. A typical itinerary is that arranged for the Nixon, High Ridge, Britten and Kennedy Schools by Leonard Bennett, passenger representative. The youngsters will leave on Monday on No. 48, spend Tuesday, Wednesday and Thursday in and around Washington, and arrive in Chicago on No. 49 on Friday.

The package deal includes round-trip transportation at party rates, meals in the dining cars and at a Washington cafeteria, two nights in a downtown hotel, chartered busses for sightseeing, baggage transfer in Washington, redcap service outbound in Chicago, and pillow service overnight on the trains.

As for the FLOWERS, a similar tour, shorter in length, is planned for Friday, Saturday and Sunday, April 13, 14, 15, to view the cherry blossoms in Washington. This is a more sophisticated package, with dining and dancing at a Washington nightclub, the Casino Royal, as well as tours around the nation's capital, which is at its best at this time of the year.

Then, for those whose interest in HORSES is the improvement of the breed, we are running a special train to Louisville for the Kentucky Derby on May 5. It will leave Chicago at 10:30 P.M., Friday, May 4, and is timed to arrive on the return trip at 7:00 A.M., Sunday, May 6.

L. G. McSteen, district passenger manager, is handling reservations for this one and a call to his extension, 5111, will afford all the information, except what three-year-old is going to win the race.

This climax of the spring racing season recalls, for no reason at all, the time a fiercely provincial sport writer almost got away with a headline in the Baltimore Sun to the effect that Black Prince, or whatever horse won the Derby that year, had triumphed in the "Preakness Trial." The Preakness, of course, is the Maryland racing season's pride and joy, and it follows the Derby each year.

O---YOU CAN HELP PENNSY SALES---O

-more-
Key Congressman Speaks

Recognition of the seriousness of the railroad situation, particularly that of the Eastern lines, was shown by Rep. Oren Harris (D.Ark.) when he addressed the Western Railway Club here recently. He gave no panacea, and in fact expressed "puzzlement" over what to do about some of the problems. The point is that, as chairman of the House Committee on Interstate and Foreign Commerce, he is in a key position when remedial legislation comes up, and it is well that he recognizes there is difficulty, and a complex problem to be solved.

O---KEEP TRAFFIC ON THE RAILS---O

Slogan Deadline is April 30

J. A. Lenard, supervisor of loading services and loss and damage prevention, stopped in the other day to remind us of the Pennsy Magazine slogan contest, which has a deadline of April 30. Since we are now approaching the start of "Perfect Shipping Month," (when income tax returns are due!), you could be helped by winning one of the cash prizes ranging in value from $25 to $500, with the possibility of winning $1,000 in a national competition.

Mr. Lenard and K. F. Schwab, supervisor-personnel, will provide entry forms and any additional help you may require to participate. You will have to compose your own slogan, however!

About That Canal

One major fallacy which the barge operators have been able to make sound convincing is their constant declaration that theirs is a cheap form of transportation. How cheap? The proposed canal between Lake Erie and the Ohio River through Youngstown and Warren is a case in point, and it is of vital interest to us, not only in the Northwestern Region, but to the Pennsylvania Railroad.

Sure, if the canal were in operation, with the Federal Government paying for construction and maintenance, barge lines would be able to undercut some rail rates. But would it be cheap? Not a bit---because the cost of building such a canal is figured at 2.75 billion, and more than half this sum would have to be spent in annual charges of $55 million, covering maintenance and operation, and amortization and interest over a 50-year period.

The case against this canal is being vigorously presented by the Upper Ohio Valley Association. Our region comes into the picture directly in the area of Lima, Ohio, where Ted Healy, our Yard Master-Agent, is serving on a committee to enroll members in the association to prevent the building of the unnecessary canal. Any assistance he receives will help not only him, but our company and our industry.

TERMINAL TOPICS

Chicago---W. E. Tooth, Jr., is interested in the system bowling tournament in Philadelphia on April 28, if some others want to participate. He will be glad to talk to anyone about it on extension 462.

Fort Wayne---While the date is as far away as October 23, we still are bustin' with pride to know that William Kirk, district sales manager here, will be the pianist performing with the Fort Wayne Philharmonic Orchestra.
on a program which will include the Prokofieff Piano Concerto No. 2 and the Tschaikovsky Symphony No. 6 (the Pathetique). Other soloists on the Fort Wayne program next year are Jose Iturbi and Andres Segovia, whose famous names document the honor earned by Mr. Kirk.

Chicago---Jake Fuchs and Al Barr, recently promoted to positions in Philadelphia after long service on our Northwestern Region, were honored at a testimonial luncheon here, but their wives beat them to it. The ladies were guests of the other wives at a luncheon one week earlier! Mrs. William M. Hardt, II, arranged the first luncheon, while her husband, who is manager, freight sales and service, collaborated with R. E. Pinkham, superintendent, transportation, in handling the details of the second, at which vice-president H. W. Large was host.

Evanston---Temple Nieter, who works at the Borg-Warner Research Center, is an avid rail fan who builds scale working models which are so large they need outdoor space, which he provides at his home in Evanston. He wants to talk with some oldtimers, particularly those who are interested in locomotive equipment. His phone is Greenleaf 5-4408.

Philadelphia---Yes, we know that isn’t our region, but the announcement of two recent system appointments will interest our region. One is the naming of William G. Pfohl, former superintendent of transportation on the Chesapeake Region, as director, electronic data processing systems on the financial department staff. The other is the naming of Richard E. Franklin, as director, industrial engineering. He comes to the PRR from the Railway Maintenance Corporation of Pittsburgh.

Chicago---We can’t close without a word of praise for Hortense Gottschall and her associates in the St. Patrick’s Day dinner under auspices of the MBA. Next time we will be able to give an advance notice father ahead, and we hope you won’t miss a good time like this. The Hawaiian style show, modeled by---June Hammond - Stenographer, 59th Street Yard Adele McCormick - Wife of Supervisor of Transportation Jean Imhof - Wife of Clerk, 59th St., & Treasurer, MBA #59 Ruth Burt - Wife of Car Inspector Mildred Piazza - relative of member Carol Piazza - relative of member Sigred Burg - relative of member was the high spot of the affair.

O---STOP DAMAGE----SAVE TRAFFIC---O

Done Runnin'

Passenger Conductor Earl E. Kutsch has completed his service with the Pennsylvania after 44 years. His last runs were made on March 26, when he had charge of #55 westward from Fort Wayne, and of #54 on the return trip East.