MARTZ AND GUYER SHOW RARE ABILITY IN SELLING SERVICE

By Trying to Find Out the Final Destination of a Patron They Do More Business for Railroad

CATER TO EVERYBODY

Converting the patronage of the public is the personal pleasure of J. J. Martz, ticket agent, and Stewart Guyer, clerk in the ticket office at Williamsport.

These men make traveling on the "Penny" attractive. As Mr. Guyer states: "If business is handled properly, there is a lot of it that can be secured." Mr. Guyer demonstrated this point at the time this story was being collected. A patron called for a Pullman sleeper reservation. Mr. Guyer hinted that possibly a section car would be more desirable in the case in point. The section car was then taken by the passenger.

In the Williamsport territory there are representatives of firms who travel regularly on the sleeping cars between Williamsport and New York. These investors were pleased to make reservations. Guyer and Martz know how to make up a case and take care of them.

In the office at Williamsport, addressed to Mr. Martz, is a letter from a prominent citizen of Lebanon, Butler County, his state. "You made this journey for me last week, and I am writing you this letter to let me express the most cordial and courteous service, that now I can sympathize with my daughter on a similar journey. I am leaving everything in your hands.

This is a reflection only of one of many letters the Martz and Guyer receive daily.

Old Lantern for Museum

N. J. Harman, operator, who lives at Mt. Joy, Pennsylvania Division, has forwarded to the P. R. R. Museum a green lantern for presentation to the museum. It was given to him about twenty-five years ago by a member of the Lantern family.

J. O. L. BROWN, assistant yardmaster, Atlantic Division, has adopted his own method of soliciting traffic for his railroad. One glance at his instruments tells the complete story.

similar journey. I am leaving every-thing in your hands.

L. I. PASSENGER TRAINS MAKE ENSUREABLE

Moving fast on tracks on the Waynesboro Branch

During First Seven Months They Are 99.8 Per Cent. on Time; 256 Lax Out of 184,000

Operating nearly 300,000 scheduled passenger trains over its various divisions and branches during the first seven months of 1922, the Long Island Railway has earned a new record in its

move the goods over to other portions of the way.

operation of sheep traffic on the Waynesboro Branch.

ENOLA YARD IS ORIGINATING POINT FOR WESTBOUND ARRANGED FREIGHT SERVICE

High Speed Trains Are Assembled Here From Auxiliary ones that move from the north, south, and east on regular schedules.

ASSURE THIRD MORN IN DELIVERY TO THE WEST

In the last issue of The Pennsylvania News the movement accorded various freight by the principal arranged service trains from the larger midwestern terminals to points on or near the Atlantic Seaboard was described. That these movement tidings of the Re's are so much more perform iners was well established. Now, by way of proving that not all the ability for speed in the Pennsylvania's fast freight family resides in any one group of trains, the handling of traffic in the reverse direction over the

were forwarded to the P. R. R. Museum. They were presented to the museum a green lantern, which was used by the company. It was given to him about 25 years ago by a member of the Lantern family.

Steel Work and Other Foundations Progress Rapidly on New Penna. Station

FURTHER PROGRESS in the construction of the new Pennsylvania Station in West Philadelphia is reflected in the above photograph. Work for part of the fifth story of the main building has been placed, as shown in the center of the picture.

The white part on the left is the third story. The train sheds of the

Third Street Station may be seen in the background. The curved entrance to the station from Market street is temporary. The white bridge on the right carries the traffic over the elevated line to Third Street Suburban station in the center of the city.
**DIVIDEND MESSAGE TO STOCKHOLDERS**

Despite Loss of Traffic, P. R. R. Supports Constructive Measures

Sends the President

Despite heavy loss of traffic, the Pennsylvania Railroad is carrying on “support of constructive measures—zero unemployment and public prosperity.” It was declared on August 29 by General W. W. Atterbury, president of the railroad, in a meeting of the board of directors, that conditions are still unsatisfactory, the statement being made that the company had lost a third of its business the past year, a decrease of more than 30 per cent. for the main part of the past year.

The railroad has consolidated all its departments and has abolished all unnecessary positions, a policy which is being exercised in every department of the company’s activities.

Tapping Out His Last Message at “PO”

Despite Difficulty of Traffic, P. R. R. Keeps Up Record of Efficiency

“PO,” the Pennsylvania Railroad’s new operating symbol, was announced yesterday at Broad Street Station, Philadelphia, and by agents on the Delaware Division.

The symbol is the first in a series of new and highly efficient symbols to be introduced by the Pennsylvania Railroad, in keeping with its policy of increasing the volume of freight and passenger business and maintaining a schedule of service that is equal to the demands of the public.

Despite the difficulty of traffic, the Pennsylvania Railroad has continued to operate a schedule of service that is equal to the demands of the public.

**How the Pennsylvania Railroad Views Forms of Transportation**

**ARTICLE 1**

Q. How can the Pennsylvania Railroad view forms of transportation through the use of alternative means of transportation and line arrangements, as well as the use of new and more efficient equipment? A. The Pennsylvania Railroad views forms of transportation through the use of alternative means of transportation and line arrangements, as well as the use of new and more efficient equipment, as an opportunity to increase the efficiency and productivity of its operations.

The railroad has been carrying out a program of modernization, which includes the introduction of new equipment and the implementation of new operational procedures, to improve the service provided to its customers and to increase the productivity of its employees.

The railroad has also been carrying out a program of marketing, which includes the promotion of new forms of transportation and the development of new markets for its services, to increase the efficiency and productivity of its operations.

The railroad has been carrying out a program of research, which includes the development of new technologies and the implementation of new operational procedures, to increase the efficiency and productivity of its operations.

The railroad has been carrying out a program of training, which includes the development of new training programs and the implementation of new operational procedures, to increase the efficiency and productivity of its operations.

The railroad has been carrying out a program of sales, which includes the development of new marketing strategies and the implementation of new operational procedures, to increase the efficiency and productivity of its operations.

The railroad has been carrying out a program of public relations, which includes the development of new community relations programs and the implementation of new operational procedures, to increase the efficiency and productivity of its operations.

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PORTABLE RADIO REPORTS GLIDER MEET

P.R.R. TRAINS CARRY "FRESH AIR" KIDDIES

Thousands Flock to Camps
Maintained by New York Herald Tribune

VISIT LONG ISLAND, TOO

From the time school closed at the end of June, hundreds of families crept west along the middle of September, the New York Herald Tribune reported, and thousands of children came into the many railroad centers to enjoy two weeks of fresh air and games. Camps for the children-among them, thirty-six in the New York division alone—were built by the railroad, and headed with

The "Big Bertha" ballast cleaning plant, which opened on the New York Division from March 31, 1916, cleaned by the various bucket operators, made up a dirt train of new York Division main me, where it will

The machine operated sixteen hours daily and six days per week, on the first and third tracks, the second hour of eight hours being used for normal repair work, making out a dirt train of new York Division main me, where it will

It cleaned approximately as much

BEGAN WORK MARCH 31

The "Big Bertha" ballast cleaning plant, which opened on the New York Division from March 31, 1916, cleaned by the various bucket operators, made up a dirt train of new York Division main me, where it will

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Mrs. Hazell, of Norwood, Returns From Maine Trip Where She Studied

ALL OF WORK ORIGINAL

Naomie G. Hazell, the talented wife of Frederick P. Hazell, spent a week in Norwood station, Maryland Division, where she found several of her original paintings in her Green Cove Studio as well as in her studio at the American Legion Post 36, which she shares with her husband. Hazell has shown a lot of natural talent as an artist, keeping busy with pictures, and teaching art classes to young people. From a thirty-day painting trip in Maine she returned to Norwood station, Maryland Division, with a goodly number of works of art, which she has been selling for many years. Mrs. Hazell has made a number of friends in Maine and has attracted considerable attention in the art world. They will be exhibiting in different places in the near future. She also did some special painting for the American Legion Auxiliary, which will be sold in various parts of the country. Mrs. Hazell is a student of Entomology, and has a collection of butterflies and moths. She has never had time to travel, but her work is original and it only needed some work on it to complete it.

THE P. T. D. V. N. AGAIN LEADS SATURDAY TRAFFIC CONTEST

Base for Pennsylvania Terminal Division in Wilkes Barre and N. Y. and N. T. Division Also

The leaders in the Pennsylvania Terminal Division (Continued from Page One)

There are three groups in the Traffic Contest as follows: Group A, B, and C. From the percentages listed in the contests to be held this week, it will be noted that the Philadelphia Division of the division 1912 has Prominent Traffic Club held in conjunction with the national convention of the American Legion Post 36, which will be held on August 25 in Washington, D.C. The P. T. D. V. N. has made a start at the national convention, and has organized a number of the Pennsylvania Terminal Division for the purpose.

GET FIRE CO. TO USE P.R.R. TO CONCLAVE

Sunbury Organization Decides to Travel to Washington on "Pennsy"

200 WILL MAKE TRIP

Sunbury and Williamsport Division employees of the Pennsylvania Railroad Company, of Sunbury, have decided to travel to the national convention of the American Legion Post 36, which will be held on August 25 in Washington, D.C. The P. T. D. V. N. has made a start at the national convention, and has organized a number of the Pennsylvania Terminal Division for the purpose.

SNORTLED AND SPOUSE

Mr. and Mrs. F. P. Hazell, well-known artists, are spending a week in Norwood station, Maryland Division, where they are painting pictures for the American Legion Auxiliary. The work of Mrs. Hazell is original and it only needed some work on it to complete it.
TRAINS OF GRAPEs ARRive TOMORROW

Will Start Coming From Cali-for-nia To Manha-tan Produc-e Yard

SPECIALS FOR BUYERS

Solid trail blazers of California grape growers will call at the Han- naton Produce Yard of the Pennsyl-vania Railroad each year, about this September, and the produce yard.

New plans for the past three years have been made to handle the increasing produce traffic and to meet the growing demands of the market. A large number of special trains between Pennsylvania and Jersey City, and the produce yard.

For the past three years, the produce yard trains for grape buyers will leave Jersey City at 1:45 a.m., 2:00 p.m., and 8:30 p.m., Eastern Standard Time, daily, excepting Saturdays, Sundays and full legal holidays. Ferryboat connections for the Pennsybria Railroad are made at Manhattan Produce Yard at 8:00 a.m. and 3:00 p.m., daily, excepting Saturdays, Sundays and full legal holidays. The schedule for the produce yard trains is as follows:

<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>1:45 a.m.</td>
<td>No. 1</td>
<td>Jersey City</td>
</tr>
<tr>
<td>2:00 p.m.</td>
<td>No. 2</td>
<td>Jersey City</td>
</tr>
<tr>
<td>8:00 a.m.</td>
<td>No. 3</td>
<td>Jersey City</td>
</tr>
<tr>
<td>3:00 p.m.</td>
<td>No. 4</td>
<td>Jersey City</td>
</tr>
</tbody>
</table>

FLOOD LIGHTS INSTALLED AT PRODUCE TERMINAL

Will Help in the Proper Unloading, Well as Eliminate the Drive- ing of Horses

In order to aid in the work during the busy season, the flood lighting facilities are being installed on the Jersey City Produce Yard of the Pennsyl-vania Railroad. This installation will make a great help in the moving of trunks and other packages.

The work of most is installation is being completed. The entire work will be completed by Labor Day. The design of the fixtures and the size of the yard lights will have lights of 1000 foot-candles.

PRASEN GREENE

Atlantic Freight Engineer Do Go 24th in Emergency

As long as Mr. and Mrs. Moore, freight agents, Atlantic Division, Harrisburg, hold the position on the St. John's Division, they will hold the position on the St. John's Division. On his way to see his employer, an important commission was made to Mr. Moore to effect a train. Mr. Moore left the office, and the train left the office, and the train arrived at the station. Mr. Moore then proceeded to the station, where he was met by Mr. Moore, and the train was proceeded with in order to proceed on its journey.

FIRST-CLASS SALESMAN

Extra Age Goin Out of Way to Perform Service

H. D. Wood, agent, Cumberland Valley Division, is an expert at the Cumberland Valley Division. He is the head of the Wood family and is well known to all the customers. He has been with the company for over 30 years. Mr. Wood is a man of the highest degree of integrity and is always ready to do the best possible work for his customers.

WELCOME QUARTET

The F. B. Keyes Quartet, Philadelp-hia, were accorded a royal reception in the parlor of the St. Paul's Mission, consisting in connection with the 10th anniversary of the St. Paul's Mission, held at Milford, Pa.

HAS LARGEST CUCUMBER

In the late issue of the Pennsyl-vania Farm Journal, an article appeared regarding a cucumber "of the largest size." The article was written by G. H. Best, the cucumber grower's agent, on behalf of the St. Paul's Mission. The cucumber was 36 inches in length, and another 36 inches in diameter. The cucumber was presented to the St. Paul's Mission and was accepted with great joy.

Trainer's Reward

Trainers who gain in the race of the Pennsylvania Railroad are entitled to a reward of $50 for each race won. The reward is to be paid after the race is run, and the reward is to be paid to the trainer who is the owner of the race.

OFFICE SUPERINTENDENT OF SAFETY

George F. Mead, Superintendent Division, Philadelphia, was appointed to the position of Office Superintendent, effective September 1, 1931.
WHAT'S IN THE NEWS

Time and again on the day

And so it goes. The Chief

It is a very short

To reveal secrets or

Don't do it

Through Waybilling: Freight Helps to Speed Up the Service

Through the pioneer days of railroads, the idea of waybills was to

The plan of the organizers of the

The correct name of this malady

The passenger railroad

The writer of this story

The conclusion was that

A correct number of this malady

In the absence of through billing,

Division of the Western

Division of the Eastern

Pennsylvania Railroad

New Jersey Railroad

The next time you are

For the benefit of those

5. Rooms or apartments in which

6. Disease in children should be

1. Disease in adults is contagious,

2. Areas near the home of the

3. The infected article may

4. Rooms or apartments in which

1. Disease in adults is contagious,

2. Areas near the home of the

3. The infected article may

4. Rooms or apartments in which

5. Cleanliness is a factor of utmost

6. Disease in children should be

7. Dishes and silver should be

To make deploration of all, all

Wednesday, September 1, 1931

Samuel M. Vauc, chair-

If you cannot say a good

Why don't you say a good

A new York magazine

Two of the most striking

W. J. Fordham, Editor

December

Lest the burden of the

A railroad bridge

A railroad bridge

A railroad bridge

A railroad bridge

A railroad bridge

To be continued in next week.
The use of lanternists by employees while on duty is prohibited.

—the book of rules

Two write about old tape register

The article printed in the August 1983 issue of the Pennsylvania News. Reprinted in News Cause Veterans to Recall Early Days on R. R.

Town shows interest

The article printed in the August 1983 issue of the Pennsylvania News.

The article printed in the August 1983 issue of the Pennsylvania News.
Although it is quite a few years since the labor troubles were solved if they were all run like the Pennsylvania Terminal, made a long-haul flight in his late 1931 Essex to Easton the week before the car went by. Joe did not figure on the ground for a minute, but he didn't have to stay there long. Joe, your many friends offer their congratulations.

Jerry Ward, of the Telegraph and Trade Journal, was a special visitor for the week-end. He enjoyed the hospital environment and the social activities.

We all have a rest and feel of heart and hope for the future. Joe said, 'I'm going to stay at the Pennsylvania Terminal, where I can secure a telegraph.' He said he was going to work at the terminal. When Joe said he was going to work at the terminal, he felt he was going to stay there.

It was a great time and the boys all enjoyed fishing. Joe did not figure on the ground for a minute, but he didn't have to stay there long. Joe, your many friends offer their congratulations.

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ATTEND BIG OUTING OF FINANCE CLUB
Middle Division Engineers Gather Around Table at Williams Grove

EAT 1000 EARS OF CORN

With over 400 happy people seated around the table at the annual picnic of the Middle Division Engineers, held at Williams Grove, near Harrisburg, was the best picnic of the season, according to one of the most enjoyable of the club.

William W. Wint, passenger engineer, Harrisburg, who has been seen in the local eastbound train, known as Nc, the day before the picnic, was also transferred by bus and return trip. Wint has been spending a few days with his family, who are also at Williams Grove.

1000 ears of corn, thirty-five gallons of ice cream and four large cakes were enjoyed by those "good smokers." Thomas A. J. Burns, chief of the Finance Club, was present.

The purposes of this club is for the benefit of its members and their families and guests. The present officers are: President, W. A. Spalding; vice president, J. J. T. Burns; secretary, W. H. S. S. Snyder; treasurer, James Clark, a farmer residing near Harrisburg, who has been spending a few days with his family, and who are also at Williams Grove.

The day the service was normal.

In the station department the following were among those who worked.

J. T. Burns, manager of the Sunbury Division, from which he attended the supreme convention of the Brotherhood of Railway Trainmen, the most attention and the excellence of the services rendered.

The seaside seems to hold a strange attraction to him.

Mr. D. J. Smith, agent at Maugansville.

G. A. B. F. Smith, trainmaster of the Sunbury Division, from which he attended the supreme convention of the Brotherhood of Railway Trainmen. The seaside seems to hold a strange attraction to him.

Mr. D. J. Smith, agent at Maugansville.

It is with sincere regret that we announce the death of his father-in-law at his residence in Baltimore, Md.

The seaside seems to hold a strange attraction to him.

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18 SPECIAL TRAINS CARRY DEMOCRATS

Operated From New York District to Asbury Park
August 22

MOVED WITHOUT HITCH

Eighteen special trains composed of Democrat car-trains, totalling 12,194 Democrats were operated, including ten departures from Jersey City, and eight from New York.

These extra trains were chartered to bring the Democrats from Jersey City to support the convention, held in the Convention Hall, Asbury Park. The Republicans also authorized six trains to bring an equal number of Republicans, from Jersey City, five trains to and from Elizabeth, all of which movement was handled without a hitch and no fact resulted in an exceptionally good performance, notwithstanding the fact that the workmen and engines were on their last scheduled day.

The first train to leave Jersey City, departed at 6:44 A.M. and the last at 10:23 A.M. The first Newark train left at 10:46 A.M. and the last at 4:30 P.M. The return movement, the first train reached Jersey City at 4:15 P.M. and the last train arrived at 9:45 P.M.

The New York Division officers and employees, and those of the Jersey City and other branches, worked together under the guidance of the engineers and conductors, from the first hour. No injury resulted, and the trip was made without a hitch.

Meadows Shop

Every one was exceedingly able to judge the value of the Democratic workmen and employees who took part in the Convention operation.

The large delegation from Jersey City was handled with a great deal of care, and the workmen and employees in charge of the operation came through with flying colors.

The first trip to leave Jersey City, was by the train to Asbury Park, on that day.

Jersey City, five trains to and from Elizabeth, all of which movement, the first train reached Jersey City, at 10:15 P.M.; B-5, from Harsimus Cove, Jersey City, at 10:45 P.M.; H-5, from Far Rockaway, L.I., at 11:15 P.M.; and B-5, from Harsimus Cove, Jersey City, at 11:45 P.M.

Each of the trains was handled with care and dispatch, and the workmen and employees in charge of the operation came through with flying colors.

LAVMA SOAP

CUTS THE GREASE AND DIRT . . . hot or cold, soft or hard!

Lava makes the heaviest, hardest-working lather you ever saw. It breaks all speed records for cleaning the dirtiest pair of hands you have to offer. There is soft, powdery pumice in Lava, which gets the dirt-protects the hands and the face, too.

The whole family can use Lava. It cleans up the children's hands and knees. It cuts grease from pots and pans and porcelain.

Your local grocery store sells Lava—in two large sizes, 6f and 10f.

LAVMA SHADOW PICTURES

A PICTURE BOOK FOR THE CHILDREN! Get this free book for the children.

Martha, the mother teddy bear, and her handyman pal, built the house. Martha turns the crank to load the water and shakes the water by a stick. Then, for complete protection, she puts the water on the face. It's the only way to clean the dirtiest pair of hands you have to offer.

SUGGESTIONS OFFERED

At L. & D. MEETING

P. T. Councils Discuss All Angles of Work. You may be interested in the fact that the P. T. Council of the New York and New Jersey Division was held at the Convention Hall, Asbury Park, August 12, 1931, by L. and D. Council, and the meeting was called to order.

The first subject taken for consideration was the report of the rent in Safety for the New Jersey Division. The report was by L. and D. Council, and the meeting was adjourned when the report was finished.

A comparative statement was then read showing the savings of principal commodities, responsible for efficiency, and that the saving for the next six months of this year, as compared with the same period for 1930, was $10,000,000, and that the saving for the next six months of this year, as compared with the same period for 1930, was $10,000,000.

A general discussion was held on the subject, and it was decided that a definite plan of action should be made with representatives along the line of work, and that the work should be pushed along as planned.
John R. N. Moffitt, block operator, Marshall Division, residing in Es-
sex County, N. J., on September 4, 1924, after a faithful service of thirty-
seven years and two months, has been presented with a gold semi-
@ pin watch in recognition of his many years of service. Mr. Moffitt
entered the service of the company May 30, 1908, when he was
employed as an agent on the Delmarva Division, residing in Elk-
ton, Md., and after a faithful service of fifteen years he was
promoted to position as track manager on the Long Island Rail-
road. He was re-employed August 5, 1921, and on September 4, 1924, in
his position as track manager, he was given a gold watch with a
bracelet in recognition of his many years of service with the com-
pany. Mr. Moffitt has been a well-known and respected citizen of
Essex County for many years, and he is well known and respected in
all parts of the district in which he resides.

Joseph E. Moore, clerk of the superintendent's office, Altoona, resi-
ding in Atlantic City, N. J., on September 3, 1924, after a
faithful service of thirty-two years and one month, has been
presented with a gold semi-@ pin watch in recognition of his many
years of service with the company. Mr. Moore, who has been in
ill health for several years, has the well-earned rest and recreation.
He was born in Walton, N. J., August 26, 1881, and ten on August 26,
1904, and entered the service of the company August 26, 1904, as
an agent in the ticket office. He was transferred to the Rolling
Stock Division, where he remained for two years, and on June 1, 1886,
to the railroad office, where he remained for five years. He was
then transferred to the Altoona office, where he has remained
continuously for a period of thirty-two years, and on June 1, 1924,
to his present position. Mr. Moore has been a valued employee of the
company for many years, and he is well known and respected in all
parts of the district in which he resides.

James J. Keene, postman on the Harrisburg Division, residing in
Harrisburg, Pa., on September 3, 1924, after a faithful service of
thirty-one years and two months, has been presented with a gold
semi-@ pin watch in recognition of his many years of service with the
company. Mr. Keene, who was born in Bath, Pa., July 22, 1883,
and ten on July 22, 1905, and entered the service of the company
May 30, 1905, as a laborer on the railroad, was then transferred to
the ticket office, where he remained for two years, and on May 30,
1907, to the baggage department, where he remained for two
years, and on May 30, 1909, to the mail department, where he
remained for two years, and on May 30, 1911, to the employ of the
company. Mr. Keene has been a valued employee of the company
for many years, and he is well known and respected in all parts of
the district in which he resides.

James A. Devanney, employe of the telephone division, residing in
New York City, on September 3, 1924, after a faithful service of
thirty-eight years and two months, has been presented with a gold
semi-@ pin watch in recognition of his many years of service with the
company. Mr. Devanney, who was born in Brooklyn, May 1, 1881,
and ten on May 1, 1903, and entered the service of the company
May 1, 1903, as a member of the employ of the company, was
then transferred to the telephone division, where he remained for
seven years, and on May 1, 1910, to the employ of the company.
Mr. Devanney has been a valued employee of the company for many
years, and he is well known and respected in all parts of the district
in which he resides.

Benjamin S. Feeg, working engineman on the Delaware Division,
residing in Philadelphia, Pa., on September 4, 1924, after a
faithful service of thirty years and six months, has been
presented with a gold semi-@ pin watch in recognition of his many
years of service with the company. Mr. Feeg, who was born in
Philadelphia, Pa., March 5, 1881, and ten on March 5, 1901, and
entered the service of the company March 5, 1901, as a laborer on
the railroad, was then transferred to the employ of the company
March 5, 1908, and on September 4, 1924, to his present position.
Mr. Feeg has been a valued employee of the company for many
years, and he is well known and respected in all parts of the district
in which he resides.

James R. Chalmers, clerks' messenger on the central office, resi-
ding in Elkins, W. Va., on September 6, 1924, after a faithful service of
thirty years and eight months, has been presented with a gold
semi-@ pin watch in recognition of his many years of service with the
company. Mr. Chalmers, who was born in Elkins, W. Va., June 29,
1881, and ten on June 29, 1904, and entered the service of the com-
pany June 29, 1904, as a messenger, June 28, 1886, was transferred to
his present position. Mr. Chalmers has been a valued employee of the
company for many years, and he is well known and respected in all
parts of the district in which he resides.

Benjamin H. Katterer, clerk of the superintendents' office, resident in
Princeton, N. J., on September 6, 1924, after a faithful service of
fifty-seven years, has been presented with a gold semi-@ pin watch in
recognition of his many years of service with the company. Mr.
Katterer, who was born in Princeton, N. J., August 31, 1841, and
entered the service of the company August 31, 1841, was then trans-
ferred to the employ of the company August 31, 1841, and on September
6, 1924, his present position. Mr. Katterer has been a valued
employee of the company for many years, and he is well known and
respected in all parts of the district in which he resides.

Anthony H. Reeman, watchman, residence in South Philadelphia,
Pa., on September 6, 1924, after a faithful service of thirty-nine
years and twenty-one days, has been presented with a gold semi-
@ pin watch in recognition of his many years of service with the
company. Mr. Reeman, who was born in N. Y. C. August 9, 
1881, and entered the service of the company August 9, 1881,
was transferred to the employ of the company August 9, 1881, and on
September 6, 1924, his present position. Mr. Reeman has been a
valued employee of the company for many years, and he is well
known and respected in all parts of the district in which he resides.

O. H. Egan, a hero of the Spanish-American War, on September 6,
1924, after a faithful service of thirty-five years and eighty days,
has been presented with a gold semi-@ pin watch in recognition of his
many years of service with the company. Mr. Egan, who was born in
Cameron, N. J., entered the service of the company May 11, 1886,
as an agent in the mail department, where he remained for two
years, and on May 11, 1888, was transferred to the employ of the
company, where he remained for two years, and on May 11, 1890,
to his present position. Mr. Egan has been a valued employee of the
company for many years, and he is well known and respected in all
parts of the district in which he resides.

Roll of Honor

A roll of honor was made at the Central Office, Philadelphia, Pa., on
September 6, 1924, in recognition of the many years of service with
the company of its employees. The roll of honor was presented to
the employees who have served the company for more than twenty
years, and they were presented with a gold semi-@ pin watch in
recognition of their many years of service with the company.

The roll of honor was made up of the names of employees who have
served the company for more than twenty years, and they were
presented with a gold semi-@ pin watch in recognition of their many
years of service with the company.

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served the company for more than twenty years, and they were
presented with a gold semi-@ pin watch in recognition of their many
years of service with the company.
The Indoòr Baseball League of the General Office, 18 North Thirty-second Street, recently announced its last regular season. All 16 games have been played and the final four matches will be played on Sunday afternoon, Oct. 9, commencing at 2:30 p.m., in the General Office Building. The four teams are: General Office, No. 1; General Office, No. 2; General Office, No. 3; and General Office, No. 4.

The General Office, No. 1, has a record of 10 wins, 4 losses, and 2 ties, and has scored 168 runs and allowed 124 runs. The General Office, No. 2, has a record of 9 wins, 5 losses, and 1 tie, and has scored 147 runs and allowed 144 runs. The General Office, No. 3, has a record of 8 wins, 6 losses, and 1 tie, and has scored 135 runs and allowed 136 runs. The General Office, No. 4, has a record of 7 wins, 7 losses, and 1 tie, and has scored 123 runs and allowed 136 runs.

In the first match of the day, the General Office, No. 1, played against the General Office, No. 2. The game was a close one, with the General Office, No. 1, winning 7-6. In the second match, the General Office, No. 3, played against the General Office, No. 4. The game was another close one, with the General Office, No. 3, winning 8-7.

In the final match of the day, the General Office, No. 1, played against the General Office, No. 3. The game was a blowout, with the General Office, No. 1, winning 12-2.