President Helps Museum Collector
Bag Alaskan Animal Specimens

President Atterbury has returned from his trip to Alaska, where he was collecting some of the finest animal specimens for the Academy of Natural Sciences of Philadelphia. Included are sea lions, sea otters, walruses, and other marine mammals, which will be on display in the new marine mammal exhibit. Atterbury was accompanied by his wife and two children, as well as several other collectors and researchers. They spent several weeks exploring the remote areas of the state, collecting a wide variety of specimens.

New Passenger Trains

Several new passenger trains were announced as part of a major expansion of the Pennsylvania Railroad's service. The trains, including the New York and Philadelphia, will be the first new trains to be introduced in the last few years. They will feature modern amenities such as reclining seats, air conditioning, and dining cars.

The new train schedules will be in effect starting on Saturday, Sunday, and Monday of this week. Passengers are urged to check the new schedules before making travel plans.

Regular Arranged Freight Service

The Pennsylvania Railroad has announced a major expansion of its freight service, linking the Great Lakes region to the South. This service will be offered five days a week, starting on Monday, May 31.

The new freight service will offer a variety of options for shippers, including dedicated trains, flatcars, and container service. The railroad has also announced a new freight rate structure, which will be more competitive than the current rates.

Regular evening delivery from Erie and Buffalo to Atlantic Seaboard and Southern Gateways is readily accomplished. Employees have made enviable performance records.

In the handling of freight shipments from the Great Lakes territory to the Atlantic Seaboard and the southern terminals of the Pennsylvania Railroad, the Pennsylvania Railroad is particularly concerned in the movement of trains only over the main east-west line at a speed not less than 65 miles per hour over them. From Erie and Buffalo northward has been selected for descriptions.

The main lines of the Pennsylvania between Chicago and St. Louis and St. Louis and St. Paul, for the movement of trains over the Chicago and St. Louis and St. Paul, are particularly concerned in the movement of trains only over the main east-west line at a speed not less than 65 miles per hour over them.

Regular evening delivery from Erie and Buffalo to Atlantic Seaboard and Southern Gateways is readily accomplished. Employees have made enviable performance records.

Linking Great Lakes Region to South

Second Morning Delivery From Erie and Buffalo to Atlantic Seaboard and Southern Gateways is readily accomplished. Employees have made enviable performance records.

In the handling of freight shipments from the Great Lakes territory to the Atlantic Seaboard and the southern terminals of the Pennsylvania Railroad, the Pennsylvania Railroad is particularly concerned in the movement of trains only over the main east-west line at a speed not less than 65 miles per hour over them.

From Erie and Buffalo northward has been selected for descriptions.

The main lines of the Pennsylvania between Chicago and St. Louis and St. Louis and St. Paul, for the movement of trains over the Chicago and St. Louis and St. Paul, are particularly concerned in the movement of trains only over the main east-west line at a speed not less than 65 miles per hour over them.

Regular evening delivery from Erie and Buffalo to Atlantic Seaboard and Southern Gateways is readily accomplished. Employees have made enviable performance records.
A TUGBOAT CREW SAVES DROWNING MAN

How the Pennsylvania Railroad Views Forms of Transportation

ARTICLE II

QUBITIONS have arisen from time to time regarding the attitude of the Pennsylvania Railroad toward the development of railroads, waterways, and wartime and peacetime lines, and the regulation of such service by Government authorities. It is, therefore, desirable that all railroad and other lines, and particularly those lines having a public interest, should be clearly and correctly advised upon these important matters.

It is the purpose of the Pennsylvania management that the railroads of the country should be treated with equal consideration, and that the railroads themselves, as well as the Government, are interested in the efficient and economical operation of transportation, whether coastal, inter-coastal, or oceanic, and that the railroads be kept in a position to be able to give proper attention to the public interest.

The Pennsylvania Railroad management believes that this restriction, if wisely applied, will lead to the development of a more efficient and economical system of transportation, and that the railroads themselves, as well as the Government, will be better able to meet the demands of the public.

Removal of these restrictions, on the contrary, is advocated with complete reversion to the railroads of the national rights, and at the same time, the railroads will be able to give proper attention to the public interest.

The spirit of cooperation and understanding which characterized the Pennsylvania Railroad will continue to be maintained, and the Pennsylvania Railroad will continue to maintain the highest standard of efficiency and economy in the operation of transportation.

A. A. MAHON, President.

TUGBOAT CREW SAVES DROWNING MAN

Tugboat Crew Saves Drowning Man

The Pennsylvania Railroad

How the Pennsylvania Railroad Views Forms of Transportation

ARTICLE II

QUBITIONS have arisen from time to time regarding the attitude of the Pennsylvania Railroad toward the development of railroads, waterways, and wartime and peacetime lines, and the regulation of such service by Government authorities. It is, therefore, desirable that all railroad and other lines, and particularly those lines having a public interest, should be clearly and correctly advised upon these important matters.

It is the purpose of the Pennsylvania management that the railroads of the country should be treated with equal consideration, and that the railroads themselves, as well as the Government, are interested in the efficient and economical operation of transportation, whether coastal, inter-coastal, or oceanic, and that the railroads be kept in a position to be able to give proper attention to the public interest.

The Pennsylvania Railroad management believes that this restriction, if wisely applied, will lead to the development of a more efficient and economical system of transportation, and that the railroads themselves, as well as the Government, will be better able to meet the demands of the public.

Removal of these restrictions, on the contrary, is advocated with complete reversion to the railroads of the national rights, and at the same time, the railroads will be able to give proper attention to the public interest.

The spirit of cooperation and understanding which characterized the Pennsylvania Railroad will continue to be maintained, and the Pennsylvania Railroad will continue to maintain the highest standard of efficiency and economy in the operation of transportation.

A. A. MAHON, President.

TUGBOAT CREW SAVES DROWNING MAN

Tugboat Crew Saves Drowning Man

The Pennsylvania Railroad

How the Pennsylvania Railroad Views Forms of Transportation

ARTICLE II

QUBITIONS have arisen from time to time regarding the attitude of the Pennsylvania Railroad toward the development of railroads, waterways, and wartime and peacetime lines, and the regulation of such service by Government authorities. It is, therefore, desirable that all railroad and other lines, and particularly those lines having a public interest, should be clearly and correctly advised upon these important matters.

It is the purpose of the Pennsylvania management that the railroads of the country should be treated with equal consideration, and that the railroads themselves, as well as the Government, are interested in the efficient and economical operation of transportation, whether coastal, inter-coastal, or oceanic, and that the railroads be kept in a position to be able to give proper attention to the public interest.

The Pennsylvania Railroad management believes that this restriction, if wisely applied, will lead to the development of a more efficient and economical system of transportation, and that the railroads themselves, as well as the Government, will be better able to meet the demands of the public.

Removal of these restrictions, on the contrary, is advocated with complete reversion to the railroads of the national rights, and at the same time, the railroads will be able to give proper attention to the public interest.

The spirit of cooperation and understanding which characterized the Pennsylvania Railroad will continue to be maintained, and the Pennsylvania Railroad will continue to maintain the highest standard of efficiency and economy in the operation of transportation.

A. A. MAHON, President.

TUGBOAT CREW SAVES DROWNING MAN

Tugboat Crew Saves Drowning Man

The Pennsylvania Railroad

How the Pennsylvania Railroad Views Forms of Transportation

ARTICLE II

QUBITIONS have arisen from time to time regarding the attitude of the Pennsylvania Railroad toward the development of railroads, waterways, and wartime and peacetime lines, and the regulation of such service by Government authorities. It is, therefore, desirable that all railroad and other lines, and particularly those lines having a public interest, should be clearly and correctly advised upon these important matters.

It is the purpose of the Pennsylvania management that the railroads of the country should be treated with equal consideration, and that the railroads themselves, as well as the Government, are interested in the efficient and economical operation of transportation, whether coastal, inter-coastal, or oceanic, and that the railroads be kept in a position to be able to give proper attention to the public interest.

The Pennsylvania Railroad management believes that this restriction, if wisely applied, will lead to the development of a more efficient and economical system of transportation, and that the railroads themselves, as well as the Government, will be better able to meet the demands of the public.

Removal of these restrictions, on the contrary, is advocated with complete reversion to the railroads of the national rights, and at the same time, the railroads will be able to give proper attention to the public interest.

The spirit of cooperation and understanding which characterized the Pennsylvania Railroad will continue to be maintained, and the Pennsylvania Railroad will continue to maintain the highest standard of efficiency and economy in the operation of transportation.

A. A. MAHON, President.

TUGBOAT CREW SAVES DROWNING MAN

Tugboat Crew Saves Drowning Man

The Pennsylvania Railroad

How the Pennsylvania Railroad Views Forms of Transportation

ARTICLE II

QUBITIONS have arisen from time to time regarding the attitude of the Pennsylvania Railroad toward the development of railroads, waterways, and wartime and peacetime lines, and the regulation of such service by Government authorities. It is, therefore, desirable that all railroad and other lines, and particularly those lines having a public interest, should be clearly and correctly advised upon these important matters.

It is the purpose of the Pennsylvania management that the railroads of the country should be treated with equal consideration, and that the railroads themselves, as well as the Government, are interested in the efficient and economical operation of transportation, whether coastal, inter-coastal, or oceanic, and that the railroads be kept in a position to be able to give proper attention to the public interest.

The Pennsylvania Railroad management believes that this restriction, if wisely applied, will lead to the development of a more efficient and economical system of transportation, and that the railroads themselves, as well as the Government, will be better able to meet the demands of the public.

Removal of these restrictions, on the contrary, is advocated with complete reversion to the railroads of the national rights, and at the same time, the railroads will be able to give proper attention to the public interest.

The spirit of cooperation and understanding which characterized the Pennsylvania Railroad will continue to be maintained, and the Pennsylvania Railroad will continue to maintain the highest standard of efficiency and economy in the operation of transportation.

A. A. MAHON, President.

TUGBOAT CREW SAVES DROWNING MAN

Tugboat Crew Saves Drowning Man

The Pennsylvania Railroad

How the Pennsylvania Railroad Views Forms of Transportation

ARTICLE II

QUBITIONS have arisen from time to time regarding the attitude of the Pennsylvania Railroad toward the development of railroads, waterways, and wartime and peacetime lines, and the regulation of such service by Government authorities. It is, therefore, desirable that all railroad and other lines, and particularly those lines having a public interest, should be clearly and correctly advised upon these important matters.

It is the purpose of the Pennsylvania management that the railroads of the country should be treated with equal consideration, and that the railroads themselves, as well as the Government, are interested in the efficient and economical operation of transportation, whether coastal, inter-coastal, or oceanic, and that the railroads be kept in a position to be able to give proper attention to the public interest.

The Pennsylvania Railroad management believes that this restriction, if wisely applied, will lead to the development of a more efficient and economical system of transportation, and that the railroads themselves, as well as the Government, will be better able to meet the demands of the public.

Removal of these restrictions, on the contrary, is advocated with complete reversion to the railroads of the national rights, and at the same time, the railroads will be able to give proper attention to the public interest.

The spirit of cooperation and understanding which characterized the Pennsylvania Railroad will continue to be maintained, and the Pennsylvania Railroad will continue to maintain the highest standard of efficiency and economy in the operation of transportation.

A. A. MAHON, President.
P. R. R. Employees Invited to Study Electricity at Overbrook High School

With the opening of the fall school term, another important program for the exclusively-Pennsylvania Railroad employees has been launched for the benefit of all employees. The classes of the Pennsylvania Railroad Y. Electricity at Overbrook High School, will again be conducted this year in the main auditorium by Mr. John J. Thaykum, assistant road foreman of engine department, in charge of operation of electric locomotives No. 700, Class P-3, and No. 622, Class P-1, of the Pennsylvania Railroad.

The work of the class room is supervised by Mr. J. T. Shine, chairman; A. J. Fennessy, secretary, at 26 Exchange Street, Philadelphia. The meeting tonight will be held at 7:30 P.M., Thursday, September 15, 16 and 21 at 7.30 P.M., claylight-saving time. The classes will be conducted in such a manner that the employees will not have to lose any time from their regular work.

DONATIONS REQUESTED

For any further information, communicate with Mr. J. T. Shine, chairman; A. J. Fennessy, secretary, at 26 Exchange Street, Philadelphia. The meeting tonight will be held at 7:30 P.M., Thursday, September 15, 16 and 21 at 7.30 P.M., claylight-saving time. The classes will be conducted in such a manner that the employees will not have to lose any time from their regular work.

The first of the new Pennsylvania Railroad electric locomotives will be used in the September 15, 1931 THE PENNSYLVANIA service to New York and Washington.

The new Pennsylvania Railroad electric locomotives are being placed in service at the present time, and will be gradually increased as the new power house is completed. These locomotives are of the type known as "A" class, and are similar to the Pennsylvania Railroad electric locomotives No. 700, Class P-3, and No. 622, Class P-1, of the Pennsylvania Railroad.

New Transfer Coaches

The new Pennsylvania Railroad electric locomotives are being placed in service at the present time, and will be gradually increased as the new power house is completed. These locomotives are of the type known as "A" class, and are similar to the Pennsylvania Railroad electric locomotives No. 700, Class P-3, and No. 622, Class P-1, of the Pennsylvania Railroad.

New Transfer Coaches

The new Pennsylvania Railroad electric locomotives are being placed in service at the present time, and will be gradually increased as the new power house is completed. These locomotives are of the type known as "A" class, and are similar to the Pennsylvania Railroad electric locomotives No. 700, Class P-3, and No. 622, Class P-1, of the Pennsylvania Railroad.

New Transfer Coaches

The new Pennsylvania Railroad electric locomotives are being placed in service at the present time, and will be gradually increased as the new power house is completed. These locomotives are of the type known as "A" class, and are similar to the Pennsylvania Railroad electric locomotives No. 700, Class P-3, and No. 622, Class P-1, of the Pennsylvania Railroad.
Continued From

ness, Chancellorsville and others. Of

V. D. Lowrey, Sept. 1; Frank Gold-

6th; Charles T. Lundy, 6th; James

birthdays this month include Frank

W. Mathewson, 81; H. S. Abbey, 87;

years in the high school at Carlisle

up, 85; Lawrence Rossiter, 82, Arnold

York county. He spent two

ned forward to this coming fall and

continued to be in charge of all

Foberts, of the Chester district

of the Auditor of Freight Traffic,

o the Steelton R. J. House, operator-clerk on the

experience at Steelton R. J. Ho-

ble to division headquar-

examination proved that he had been

has been made as practicable

days of Foreign Wars, has just been

Zisgen, old fireman, C.

r of Old Camden and Amboy

P. A. R. R.; Harry Lippin-

tton Division, in con-

mining the flood in the Susquehanna River

kept to the office until the river

mally shall be taken in baggage!

Attention will be called in the next

of Long Island.

Win Scholarship

Christopher J. Fergarn, oldest

er of the Pennsylvania

in the Civil War, cele-

lth birthday on September

His father liv-

ed to be 86 and his

At 80, he enlisted in

was assign-

A. 138 Pennsyl-

ed with the

He was in the Battle of the Wilder-

ness, Chancellorsville and others. Of

Christopher J. Fergarn, eldest

er of the Empire

n, the last of a family of seven

ers, served in the

Civil War, cele-

lth birthday on September

Making Way for Six-Track System

Frank Stickler, passenger agent at

Close Associates Tell of Ex-

ence at Steelton

C. W. Byron, assistant station agent in

nicht between

in the Pennsylvania System,

n the Barre, Montana, to

Philadelphia, at 11 A. M.

his affair, for in the words of re-

der to the office as

asked the telegrapher to

s an eight-day tour of Zion, Bryce

in connection with the trip, she

The Pennsylvania

famous old Johnny Bull at Bordentown.

He told her to be sure to

In a record issue of "The

of Edwin P. Stanton, well known as "Parke"

were held until June 15, 1929, when he

members every reliable nursery-

s to eventually include among

m, Knights of Pythias and various

organization. In all of which he

he then took an active part. Follow

showed a letter to the

Pennsylvania Railroad in memory of their

the P. R. R. trains.

Then I left by

the coal trestle. "Parke" was

"Good time has a great

"We were

in the Maryland Division

will be glad to accept the

application for membership in

conclude with the

this one.

wished to

money in the

three of one dollar. All

remained

for the next meeting and have a good

WINS AWARD

Continued

On the 10th of August, 1882, under

the children of Frank Thomson,

of the Pen-

sylva-

father.

once president of the

When 80 years old, 90

War. He was

in the Cumber-

ed as a memorial.

Thom-

son, who was

in the Cumber-

that which he spent his early life

0 of one of these free

STICKLER SCORES AGAIN

Passenger Agent at Northwod Pless Woman Patron

Frank Stickler, passenger agent at

Close Associates Tell of Ex-

ence at Steelton

C. W. Byron, assistant station agent in

nicht between

in the Pennsylvania System,

n the Barre, Montana, to

Philadelphia, at 11 A. M.

his affair, for in the words of re-

der to the office as

asked the telegrapher to

s an eight-day tour of Zion, Bryce

in connection with the trip, she

The Pennsylvania

famous old Johnny Bull at Bordentown.

He told her to be sure to

In a record issue of "The

of Edwin P. Stanton, well known as "Parke"

were held until June 15, 1929, when he

members every reliable nursery-

s to eventually include among

m, Knights of Pythias and various

organization. In all of which he

he then took an active part. Follow

showed a letter to the

Pennsylvania Railroad in memory of their

the P. R. R. trains.

Then I left by

the coal trestle. "Parke" was

"Good time has a great

"We were

in the Maryland Division

will be glad to accept the

application for membership in

conclude with the

this one.

wished to

money in the

three of one dollar. All

remained

for the next meeting and have a good
LIVE WIRES AT WEVERLY SECURE FREIGHT SECURITY Influence Their Friends in Ship Over Precancy: Also Arrange Details for the Trips West

Among the real business getters at the Waverly Transfer station, New York, New York, New York, Division, which will begin operation in the near future, is the freight car company. In the near future, the first multiple unit car arrived in Jersey City Sept. 3rd for instruction purposes. C. B. Osmond, of the passenger train company in Jersey City, New York, New York, Division, with instructions to the several different classes of employees required of the freight company. These classes began Sept. 9th and coming the first engine to receive training were W. J. Volker, Coach LeFoy and A. J. LeFoy, instructors, and the others. The freight train was taken on the road for training, as was also J. E. deJong, engine man, and his train, having been trained by the Pennsylvania Railroad, for training purposes. He is said to be a star, one of the best known engine men in the Pennsylvania Railroad. The freight train was then returned to the Waverly Transfer station, New York, New York, Division, and the operation of the freight train was then commenced.

To Be Used for Instruction Purposes in Connection With Electric Train Operation Program

In connection with electric train service between New Brunswick and Jersey City and New York, New York, Division, which will begin operation in the near future, the first multiple unit car arrived in Jersey City Sept. 3rd for instruction purposes. C. B. Osmond, of the passenger train company in Jersey City, New York, New York, Division, had been instructed to receive training in the use of the freight train. He was then taken on the road for training, as was also J. E. deJong, engine man, for training purposes. He is said to be a star, one of the best known engine men in the Pennsylvania Railroad. The freight train was then returned to the Waverly Transfer station, New York, New York, Division, and the operation of the freight train was then commenced.

BECOMES FAMOUS IN MUSIC WORLD

Son of Assistant Yardmaster at Altona Is Making a Reputation

Clement E. Herchey, son of assistant yardmaster and Mrs. Clement E. Herchey, Altona, is making a reputation in the world of music. Clement E. Herchey, who is 16 years of age, has been giving concerts and recitals and is making a name for himself in the world of music. He is said to be a star, one of the best known engine men in the Pennsylvania Railroad. The freight train was then returned to the Waverly Transfer station, New York, New York, Division, and the operation of the freight train was then commenced.

AIR fractional for six years, having served for three years as a fireman and three years as a conductor. He was then taken on the road for training, as was also J. E. deJong, engine man, for training purposes. He is said to be a star, one of the best known engine men in the Pennsylvania Railroad. The freight train was then returned to the Waverly Transfer station, New York, New York, Division, and the operation of the freight train was then commenced.
SHAKE IT OFF!

Does fishing, or golf, carry any weight to the average person? Well, the answer is Yes, and No!

To some, fishing is a real relaxation; likewise golf. In the estimation of others, each to success.

A child may wonder whether fishing does carry hidden away in the recesses of its active moments the one that can always successfully navigate the strongest currents. In the game of golf, a head down with both eyes fixed on the ball is the keynote to success.

There seems to be a moral that can be drawn from each of these two illustrations, especially in these stress-filled times.

Some people rarely see any good present conditions. Others are quick to grasp the significance of almost everything that comes before their notice.

Building a house with blocks is wonderful in the eyes of children who are still living in it.

To some people it is merely child's play.

The workers on our new 30th Street passenger station in West Philadelphia are doing nothing but the same thing, although they are now in the land of stern reality.

A lot of good, sound thinking will invariably put a right construction on any perplexing problem, regardless of its nature.

We are in a business depression which will not be fish or, as for golf, the one simple rule applied to our rail‐road if we are to chance present conditions.

It isn't the size of the dog in the fight, but the amount of fight in the dog that counts!

The Log House, an Old Landmark on P. R. R., Passes at Altoona

This is an excellent view of the old Log House at Altoona which is now being demolished in order for the Government to erect a handsome postoffice. The Log House is one of the landmarks of the Pennsylvania Railroad and to the Governors met there for an important conference.

On the left in the Altoona station trainshed.

Health Topics

Under the direction of the Vocational Bureau

ACUTE EYE INJURIES

The severe of sight is the most important sense human body possesses. It, therefore, behooves the one whose sight is afflicted by an injury or immediate treatment from a qualified oculist. Delays in the appropriate care and treatment result in irreparable injury, especially since the Pennsylvania Railroad Company is providing for all its employees who are victims of these injuries.

ACUTE NERVE INJURIES

The symptoms of acute injuries to the eye are pain, swelling, redness, and an inability to fix objects. The treatment is prompt and careful care under advice of an oculist.

ACUTE NERVE INJURIES

Injuries to the eye are caused by foreign bodies, such as a cinder, steel wire, sand, etc., lodging either on the surface of the eye or in the eyelid. Foreign bodies in the eye are quite painful. They may be accompanied by an increased tearing and with a wound-up awpaterc ass.

Foreign bodies on the eyeball should never be removed by force. A professional who is good on the oculist's advice will take the appropriate form and remove the foreign body with the least possible damage. After treatment somewhat ac-

The Pennsylvania Railroad Company is providing for all its employees who are victims of these injuries.

The conference was held in the hotel.

In the next few days, when the Log House is completely demolished, workmen on our new Altoona Shops will lay the foundation of the building.

The Log House was the site of the famous war governors' conference, the famed Log House was the setting for the Civil War history of the country.

Robert H. Denehcy

The Log House was the site of the famous governors' conference, the famed Log House was the setting for the Civil War history of the country.

Historic Log House Played Prominent Part in Ending War

The following article about the historic Log House in Altoona was written by F. W. Dinnihan, who was named postmaster of the Altoona Post Office in July 1923, and now residing at 804 South DuBois, Altoona, Pa.

The railroad building was completed when boards were used in the dining room and a magnificent breakfast room for the use of visitors to the Log House.

The Log House was not only a place of recreation but also a place of business. The Log House was a place of business. The Log House was a place of business.

The Log House was the site of the famous war governors' conference, the famed Log House was the setting for the Civil War history of the country.

Robert H. Denehcy

The Log House was the site of the famous war governors' conference, the famed Log House was the setting for the Civil War history of the country.

The loggers were the ones that can always successfully navigate the recesses of its active moments in the fight, but the amount of fight in the dog that counts!

The workmen on our new Altoona Shops in the world.

THE PENNSYLVANIA NEWSEastern Edition September 15, 1931

OUT OF THE LINE

Railroad Bankers Railroad Railroaders Railroad Manservants Transportation

BY GORDON

Gordon B. Williams, a conductor on the Long Island, ob- jects to the railroad man who is a banker to bankers. Mr. Williams is the conductor of one of the trains that operates between Pennsyl-

The PENNSYLVANIA NEWSEastern Edition September 15, 1931

WASHINGTON, D.C., Sept. 15—The railroads are quickly becoming a social influence and in many of the larger cities a large percentage of the railway men are members of banks and railroaders.

Our railroad is equipped to render a transportation service that is unsurpassed by any other railroad in the world, and in this we are the ones that no other railroad can do.

One does not have to be a railroad man to be a railroad man. A man with a railroad man's heart is a railroad man.

We MADE a personal investigation of one of our new air-conditioned cars and found it to be a delightfully cool place to travel. It is a place that we will enjoy the balance of the summer.

The PENNSYLVANIA Railroad Em- barked on its first successful trip on September 15th. The story is that our Railroad is making an effort to be at least as good as any other railroad.

The July I lashes of The Pennsylva- nia News carried a story about two small dogs which have attached themselves to railroads as mascots to the Pennsylvania Railroad. Our story is that if all the stories we hear about our railroad as mascots is to be believed, we will have to change some very possible create.

The Delaware Lackawanna and Western Railroad recently had a man arrested on a charge of larceny due to a determined dog that was on a train and tried to keep the man off the train.

A PROTEST train was recently stopped in Maryland and New York by the police on a charge of larceny due to a determined dog that was on a train and tried to keep the man off the train.

The train actually ran off the tracks.

The train actually ran off the tracks.
Accidents, failure in the supply of water or fuel, defects in track, bridges, signals, or any causes by which any affect the movement of trains must be reported to the Superintendent;

The Book of Rules

Good Eats! Dr. Peter Petersen

New York State Agricultural Experimental Station

Here is a little dessert that is worth the wait. It is very simple and delicious. It can be served immediately or frozen for later use.

The following gives the ingredients of Stony Sloughs that have satisfied and secured new patrons for the Pennsylvania Railroad, which business was passenger as well as cargo freight:

<table>
<thead>
<tr>
<th>NAME</th>
<th>KIND OF BUSINESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shirley</td>
<td>Passenger</td>
</tr>
<tr>
<td>Ethel</td>
<td>Freight</td>
</tr>
<tr>
<td>D. Fisher</td>
<td>Passenger</td>
</tr>
<tr>
<td>W. Fullerton</td>
<td>Freight</td>
</tr>
<tr>
<td>H. Ledbetter</td>
<td>Passenger</td>
</tr>
<tr>
<td>J. Stengel</td>
<td>Freight</td>
</tr>
<tr>
<td>E. Young</td>
<td>Passenger</td>
</tr>
<tr>
<td>L. Jones</td>
<td>Freight</td>
</tr>
<tr>
<td>R. Smith</td>
<td>Passenger</td>
</tr>
<tr>
<td>W. Miller</td>
<td>Freight</td>
</tr>
<tr>
<td>W. O. Oliver</td>
<td>Operator-Clerk</td>
</tr>
</tbody>
</table>

The following gives the ingredients of Stony Sloughs that have satisfied and secured new patrons for the Pennsylvania Railroad, which business was passenger as well as cargo freight:

INGREDIENTS:

- 1 cup of brown sugar
- 1/2 cup of butter
- 1/2 cup of milk
- 2 cups of huckleberries
- 1/2 teaspoon of nutmeg

SAUCE

INGREDIENTS:

- 1/2 cup of flour
- 1/2 cup of sugar
- 1/4 cup of butter

Mix dry ingredients, add butter and mix until creamy and white. Add milk and mix well. Pour into a buttered pan dusted with flour, brush with egg wash and bake about 30 minutes. Cut in slices and serve with roll.

312th Consecutive Day Without Lost Time on Sunbury Div.

200 MEN ARE INVOLVED

Engine service employees of the Altoona division, marking another complete year of no lost-time personal injuries, were in the 312th consecutive day in which no personal injury occurred,—the equivalent of one year's work without a man being injured, or more than 170,000 man-days, without a man injured.

THE PENNSYLVANIA NEWS—Eastern Edition

September 15, 1931

INJURIES DECREASE IN ENGINE SERVICE

7

INJURIES DECREASE IN ENGINE SERVICE

Engine service employees of the Altoona division, marking another complete year of no lost-time personal injuries, were in the 312th consecutive day in which no personal injury occurred,—the equivalent of one year's work without a man being injured, or more than 170,000 man-days, without a man injured.

The record of the department presented one in which no personal injury occurred. Approximately two hundred men were examined and the number of personal injuries which occurred was only five, or less than one per cent of the total working days, or more than 170,000 man-days, without a man injured.

The actual accomplishment, however, involved the personal injuries instead of the actual number of injuries. Those doing the work and doing it safely is the story. The number of days in which no personal injury occurred was 975 days, or 975 man-days, without a man injured. The department operated on Sunbury division and hailing each additional day adds to the actual accomplishment, how-

CELEBRATES AT 94

Epiphian J. Jones, of Harrisburg, on July 1, 1857. He was made an engineman on April 1, 1861, re-


Rules

Philadelphia

Philadelphia

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.

Cumberland Val.
“Old Reliables” of Local No. 6 Hold First Outing

LOCAL NO. 6, of the Supervisors' Association of the Accounting Department, held their first outing of the year at the fishing camp of John Back in an ambulance. After they can secure an adding machine to compile the records, their feet became so shod that they could not walk. They then removed the boat from the bay to its location. A familiar phrase heard now in the district is a real adonis of his development. The party called the next morning for a call to the station for the young man. The fishermen are planning to set up a coast guard for the future.

After seeing the Moose parade a few weeks ago, the boys gave him a good tip. The boys gave him a good tip.

S. I. G. CLUB ON TOUR

Visit Montreal and Lakes in N. Y. City

The S. I. G. Social Club, which is composed of the members of the Philadelphia Lodge and other divisions turning in and out of the city, made a pilgrimage to Montreal, Buffalo, and Atlantic City. The party left in August 20. The party also visited, while in Montreal, Larchmont and Chippens and Albany, N. Y.


When the party was ready to leave for the trip, the following question came up: "Is there a more likely chance that the party will return to the city to take part in the famous Division of the World's Fair?"

"Mickey" MacAllister, of "1613," returned from a fishing expedition.

Frank Fowler has gone and done it again. He returned from a fishing expedition. The party is in high spirits.

Mrs. Dyer still remains at the Great Eastern Hotel.

Frank Fowler has gone and done it again. He returned from a fishing expedition. The party is in high spirits.

ACCOUNTING

Willing to make his last trip to the shop in Philadelphia, he went to the other end of the country. He returned from a fishing expedition. The party is in high spirits.

"Mickey" MacAllister, of "1613," returned from a fishing expedition.

Frank Fowler has gone and done it again. He returned from a fishing expedition. The party is in high spirits.

Mrs. Dyer still remains at the Great Eastern Hotel.

Frank Fowler has gone and done it again. He returned from a fishing expedition. The party is in high spirits.

ACCOUNTING
September 15, 1931

**Honor Roll**

Harry C. Geib, veteran employee at Girard Station, was recently promoted to assistant master. Geib has been employed by the Pennsylvania Railroad Company since March 3, 1886, and during that time has been employed as a section hand, signal office boy, freight office boy, signaler, mail messenger, fireman, and yardmaster. He was also employed as a section hand, and has served in this capacity for the past forty years. During his long length of service he was promoted to assistant master in 1891, and was subsequently promoted to master in 1903. Geib is a member of the United Brotherhood of Railway, Airline and Steamship Employees of America, and is an active member of the local lodge. He is married and has two children. Geib is well-liked by his fellow employees, and is an improved employee who has shown a great deal of loyalty to the company. He is a hard-working man and has earned his well-earned rest.

On May 15 last, after completing 39 years of service, Mr. Geib was presented with his gold service pin by General Manager W. H. Crow, and by his fellow employees the Enola yards, the Pennsylvania Railroad Company, and the Pennsylvania Railroad Company's Board of Directors. A dinner was given in honor of Mr. Geib on May 21, 1931, and was attended by many of his fellow employees. The dinner was a great success, and Mr. Geib was thrilled to be present. He is a well-respected employee and has been employed by the company for a long time. He is a model employee and has been a great asset to the company. He is a hard-working man and has earned his well-earned rest.

On September 15, 1931, Mr. Geib was promoted to assistant master, and is now in charge of the Enola yards. He is a hard-working man and has earned his well-earned rest. He is a well-respected employee and has been employed by the company for a long time. He is a model employee and has been a great asset to the company. He is a hard-working man and has earned his well-earned rest.

Mr. Geib is a well-respected employee and has been employed by the company for a long time. He is a model employee and has been a great asset to the company. He is a hard-working man and has earned his well-earned rest. He is a well-respected employee and has been employed by the company for a long time. He is a model employee and has been a great asset to the company. He is a hard-working man and has earned his well-earned rest.

On May 15 last, after completing 39 years of service, Mr. Geib was presented with his gold service pin by General Manager W. H. Crow, and by his fellow employees the Enola yards, the Pennsylvania Railroad Company, and the Pennsylvania Railroad Company's Board of Directors. A dinner was given in honor of Mr. Geib on May 21, 1931, and was attended by many of his fellow employees. The dinner was a great success, and Mr. Geib was thrilled to be present. He is a well-respected employee and has been employed by the company for a long time. He is a hard-working man and has earned his well-earned rest.

On September 15, 1931, Mr. Geib was promoted to assistant master, and is now in charge of the Enola yards. He is a hard-working man and has earned his well-earned rest. He is a well-respected employee and has been employed by the company for a long time. He is a model employee and has been a great asset to the company. He is a hard-working man and has earned his well-earned rest. He is a well-respected employee and has been employed by the company for a long time. He is a model employee and has been a great asset to the company. He is a hard-working man and has earned his well-earned rest.

Mr. Geib is a well-respected employee and has been employed by the company for a long time. He is a model employee and has been a great asset to the company. He is a hard-working man and has earned his well-earned rest. He is a well-respected employee and has been employed by the company for a long time. He is a model employee and has been a great asset to the company. He is a hard-working man and has earned his well-earned rest.
For Thirty Years They Have Played a Safe Game

HAPPY BIRTHDAY AT OSCALLES MILL

"Clay" Hall Congratulated by His Many Friends on September 5

SAFETY MOVEMENTS COME INTO THEIR OWN

 links Great Lakes Region to South

Continued From Page One

MOSS' MACKERT DEAD: FORMER BALL PLAYER

Willametp Division Passenger Brakeman's Death
His Many Friends

P. M. "Moss" Mackert, passenger brakeman and one-time big league baseball player, died in the Mary M. Mackert Hospital, in Springfield, September 5.

"Moss" Mackert was perhaps better known as a ball player than an employee. He gave his allegiance, in his time of employment, to the ambulance service, and always in his employment, to the ambulance service, and always

IMPROVE BUS TERMINAL

Further improvements to motor and Interurban terminal facilities have made the Central Pennsylvania Pennsylvania Terminal a reality. The service out of the old Platform, which was eliminated with the new Interurban terminal has made a smooth transition and the general appearance of the terminal has improved traffic conditions in the vicinity of the station.

Flagman finds pleasure in his pipe

EDGEMOUTH

SMOKING TOBACCO

SUSQUEHANNA ANTHRACITE

The very largest coal the Pennsylvania fields afford, milled or run of mine.

After Sayed: Suggest this brand of coal and bring every satisfaction.

PHILADELPHIA - CLEVELAND

2MAHONNA

Chicago, the Radolph & Street Locker Room is a joy to the radio pipe dippers.

Edgeworth has the finest pipe tobacco known, and Edgeworth Ready-Rolled and Edgeworth Cigars the choicest combination of tobacco men everywhere.

Yuleo has been a very popular pipe tobacco, and Edgeworth Ready-Rolled and Edgeworth Cigars the choicest combination of tobacco men everywhere.

Edgeworth has been a very popular pipe tobacco, and Edgeworth Ready-Rolled and Edgeworth Cigars the choicest combination of tobacco men everywhere.

Edgeworth has been a very popular pipe tobacco, and Edgeworth Ready-Rolled and Edgeworth Cigars the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.

Edgeworth Ready-Rolled and Edgeworth Cigars are the choicest combination of tobacco men everywhere.
Honor Roll

Continued From Page Nine

He was born at Enola, and in De-
ember, 1921, he was advanced to
serving as such a school director while
Brown was advanced in the Enola
Station, to the subject of the railroad watch that
he was working the night trick at the
As a telegraph operator at Leaman Place. In
He has been employed in various
He was on the second train running out of
He reported for the green man. There

The New HAMILTON ’992’ Elivar

A great watchmaking achievement that brings
Automatic Safety Control to Railroad Timepieces

The new great Hamilton ’992’ Elivar has arrived,
offering to the railroad man outstanding improvements
never before obtainable.

Just as automatic train control is bringing increased
safety to railroad operation, so the new Elivar watch gives
railroad man stronger assurance of accurate
time under the most trying conditions. It
places in your hands a new factor of
safety in guiding the traffic of the nation.

Railroad watches have always been
subject to great enemies of watch accuracy. These enemies are:
temperature change, rust and magnetism.

Hamilton has worked for more than five years to perfect a railroad watch that
would give reliable time service in spite
these hazards.

By the use of a remarkable discovery of
science, the Hamilton "992" Elivar has
perfectly. This watch has a new, unexcelled
rhythm, new, rustless alloy steel—"Elivar"—in the
and a new, rustless, monochronal
balance wheel.

The Persaiveness of the Hamilton ’992’ Elivar

To the railroad man—who must have
accurate time under widely varying
conditions—the Hamilton ’992’ Elivar offers
clean-cut advantages:

The new Hamilton ’992’ Elivar is practically
unaffected by temperature changes.

Moisture will not affect rust spots
on the hairspring.

The effect of magnetism is tremendously
reduced.

Think what this means to you! You can
depend on your ’992’ Elivar for accurate
time regardless of temperature changes.

Why watch repair bills will be greatly reduced by the elimination of
rust on the hairspring. You can carry your watch close to electrical equipment
without fear of damage from magnetism.

The new Hamilton ’992’ Elivar will be
more even more famous than its
colleagues—our famous, the ’992.’ We
will see you to it as soon as possible.

Let us send you our illustrated booklet on the ’992’ Elivar In Your Watch," telling
the stirring story behind this new timepiece. Simply address Hamilton Watch
FORT WAYNE NINE WINS OPENING TILT
Defeats Long Island Team 3-2 for Championship of the System

WAS 14-INNING BATTLE

The Fort Wayne baseball team of the Pennsylvania Railroads defeated the Long Island Team 3-2 in a 14-inning marathon game on September 15. The game was held at the Northampton-Accomac Hospital at Vineland, New Jersey. The teams battled through the final innings with a single in the first for the winning run. The game was the longest in the history of the railroad series.

KRAMER FAMILY FORMS FLASHTY BASEBALL TEAM

Willow Island Delivery Company Names Nine at Home; Bases are퍼드.

Dave Kramer, who held down the third-base hole on the willow-island team when baseball was a ballgame, has discovered a new real good team on the field. The new team was formed by the Kramer family, who have been meeting on the fields for some time. Their wins have far exceeded their losses.

THE MOST VALUABLE PLAYER

George Vandegrift Is Following in Footsteps of His Dad

George "Les" Vandegrift, entrance runner at Northampton, Pennsylvania, who used to play football and baseball, is now pursuing a professional career in golf. His father, George Vandegrift Sr., was also a talented golfer.

ANNUAL OF CLASSIC FOOTSTEPS FOR OCTOBER

Ottawa of Railroad and Member of Pennsylvania Golf Club to Meet at Fair Course

The Ottawa, a member of the Pennsylvania Golf Club, will be playing at the Fair Course on October 5. The fairway is known for its challenging layout, making it a popular destination for golfers.

WINS TENNIS HONORS

Son of Engineer Scores Triumphs on Tennis Courts

Leroy Smith, the son of a railroad engineer, has won several tennis tournaments. His exceptional skill has earned him recognition as one of the top players in the region.

SHINES ON BALL FIELD

The Penna. Ditches, out of Del-norva, was the star performer for the Center team. He made a spectacular catch in the outfield and also contributed to the team's victory by making several hits and runs. The Ditches' win marked an impressive performance.

J. K. COTTER WINS GOLF CUP CROWN

Downs R. E. McAllister and 6 for the 1931 Championship Title

Twelve Finish Ringers

Joe C. Cotter celebrated his birthday in style on September 15. He won the 1931 Championship Title at the Pennsylvania Golf Club. He defeated R. E. McAllister and 6 in a thrilling match that was marked by his impressive gameplay and the support of his fans.

P.R.R. SONS TAKE PART IN "LEARN TO SWIM" WEEK

Seasonal Success at Cress Pool Where Boys Acted as Ex. Porters

John Shellenberger, a son of the late R. E. Shellenberger, took on the role of a trainer, teaching children how to swim at the Cress Pool. His dedication and hard work have contributed to the success of the event.

WILMINGTON NINE WINS OPENING TITLE

Atlantic Division Players Will Meet to Disperse Schedule

The Wilmington Nine baseball team defeated the Philadelphia General Office team on September 9. The game was competitive, with both teams showcasing their skills on the field.

J. E. Smith, the captain of the Wilmington Nine, has been recognized for his exceptional performance in various matches. His leadership and expertise have been crucial to the team's success.

WILMINGTON NINE WINS

The Wilmington Nine baseball team's victory was celebrated with a round of applause and cheers from the crowd. The game was marked by their excellent teamwork and strategic plays.

PLAN BOWLING LEAGUE

Amateur bowls will be held at the Allegheny Bowl and the Overlook Bowl in Cincinnati, Ohio. The league offers a fun and competitive environment for players to improve their skills and enjoy the sport.

The Pennsylvania Railroad Rugby Football team is expected to face tough competition in the upcoming season. The team has undergone intensive training to prepare for the challenges ahead.

The 1931 Championship Title was won by Joe C. Cotter, who defeated R. E. McAllister and 6 in a close match. Cotter's performance was exceptional, with his fans cheering him on throughout the game.

For more information on the Pennsylvania Railroad's sporting events, visit the official website or follow the updates on social media. Stay tuned for more exciting matches and tournaments.