School Children Spend Many Happy Moments on "Pennsy" Trains Enroute to Classroom

THOUSANDS of school children use Pennsylvania Railroad trains to carry them from home to classroom and home again. Many of them become well acquainted with the "Pennsy," and many of the trains have a practically ideal interest in the railroad. The design in the front of the train is a very popular motif with the students who ride the trains, and the trainmen try to see that the students are not bored while they ride the "Pennsy." One of the main attractions of the train is the beautiful scenery which is seen from the windows. The children usually ride in the early morning, and many of them have never seen a train before. The trainmen try to make the children feel at home, and they often have a little talk with them about the trains and the scenery that they are seeing. The children usually arrive at their destination quite early in the morning, and they are always excited and happy to be there. A few days later, they will return home on the train, and they will have many happy memories of their trip. The "Pennsy" is a great way to see the world, and it is a great way to learn about the world. The children will always remember their trip on the "Pennsy," and they will always have a great love for the railroad.
SIXTY ELECTRIC "LOCOS" ORDERED

As Heavy Duty High Speed Freight Engines—Class L-6A

DELIVERIES IN MARCH

Orders for the construction of the chassis and mechanical parts of sixty electric passenger locomotives, comprising part of the equipment to be used when electrification of the main line between New York, Philadelphia, Baltimore, and Washington is completed, have been placed.

Equipment for three locomotives and for ninety electric passenger engines was ordered in the spring of 1918 by the Lima Locomotive and Machine Company and the General Electric Company.

Construction schedules call for the delivery of the ninety passenger locomotives in time for the completion of the electrification of the line. Completion of the electrification is anticipated in 1920.

Of the locomotives just ordered are five Great Western passenger engines which will be built by the Lima Locomotive and Machine Company at Kilsyth, Scotland.

The locomotives are to be delivered in three lots—twenty-five locomotives by April 1, 1920; another twenty-five by April 1, 1921; with the last twenty-five to be delivered by April 1, 1922. The total cost of the locomotives will approximate $2,500,000. Similar units for the ninety passenger locomotives cost $4,500,000.

Since the construction of the equipment for these locomotives is far along, it is anticipated that the entire complement will be ready for service by the time the electrification is completed. It is expected that the entire complement of equipment essential to the electrification will be in operation by the time the electrification is completed.

The locomotives are ordered with a six-inch track, a deck unit and a steering unit, and will be equipped with General Electric Streamline apparatus which will enable them to operate at a speed of 45 miles per hour.

The locomotives will be built at the Lima plant in Pennsylvania. The equipment will be delivered at the Lima plant in Pennsylvania, and will be shipped to the electrification yards in New York City.

The total cost of the equipment for the electrification of the line is estimated at $35,000,000.

The equipment includes sixty electric passenger engines, thirty freight engines, and sixty switchers. The equipment will be delivered in three lots—twenty engines each by April 1, 1920; with the last twenty engines to be delivered by April 1, 1922.

The total cost of the equipment will be $7,000,000.

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His Snapshots Win Ribbon Prizes

Appointments

NEW TRAINS MAKE DEBUT

Strong support to 16 diesel locomotives for the General Electric Company. New York Central, 30; Pennsylvania, 10; Baltimore & Ohio, 6; Reading, 4; New Haven, 4; and Delaware, Lackawanna & Western, 4. The new locomotives, with the exception of the 8-8-0 type, are all of the 4-6-4 type, the Pennsylvania having 6 of this type.

GENERAL ATTORNEY ELECTED PRESIDENT

The Congressional, under the new Line with the Pennsylvania's fastest trains have been added to the fastest flyers, all of the special features of the Pennsylvania has been speeded up from 15 to 11 minutes from its running time.

For Corey and Corey to Bell Valley and beyond. It leaves Reno at 4:30 P.M. and arrives at its station at 1 A.M. the next morning; for local delivery remaining placed early the same morning.

The Congressional, 46-year-old former U.S. senator, has been speeded up to slightly the shortest running time in rad-

temperature. Two new Lrains with the Tuscan red color. When schedule, leaves Washington at 4 P. o'clock, with approximately the same

S. H. Bodman, supervisor, North-

leaves New 3 P. M. and arrives at Denver 2.15 P.M. pre-dating the initial departure.

J. H. Sutton, assistant freight traffic

A. R. Mannan, as, supervisor of

the Pennsylvania District; at

The accident occurred during a heavy electrical storm which struck area section about 3:30 P. M., and which evidently had blinded the passengers on the launch so that they ran their craft into the stone jetty, causing it to sink. The launch, which is built up on the small wharf on the eastern stone jetty, was attracted Captain Browniey's attention, which evidently had blinded the passengers on the launch so that they ran their craft into the stone jetty, causing it to sink. The launch, which is built up on the small wharf on the eastern stone jetty, was attracted Captain Browniey's attention, which evidently had blinded the passengers on the launch so that they ran their craft into the stone jetty, causing it to sink. The launch, which is built up on the small wharf on the eastern stone jetty, was attracted Captain Browniey's attention, which evidently had blinded the passengers on the launch so that they ran their craft into the stone jetty, causing it to sink. The launch, which is built up on the small wharf on the eastern stone jetty, was attracted Captain Browniey's attention, which evidently had blinded the passengers on the launch so that they ran their craft into the stone jetty, causing it to sink. The launch, which is built up on the small wharf on the eastern stone jetty, was attracted Captain Browniey's attention, which evidently had blinded the passengers on the launch so that they ran their craft into the stone jetty, causing it to sink. The launch, which is built up on the small wharf on the eastern stone jetty, was attracted Captain Browniey's attention, which evidently had blinded the passengers on the launch so that they ran their craft into the stone jet.
Pennsylvania Railroad:

Health Topics

Under the direction of the Medical Director, C. H. Elder.

The Back

Double-located steel plates are not unusual in industry and are a regular part of the general requirements for the control of back injuries. The back is a structure of complex parts, all of which are subject to injury. The parts of the back are: the vertebrae, the ligaments, and the muscles. The vertebrae are the primary structure, and the ligaments are the secondary support. The muscles are the third element. The vertebrae are the primary structure, and the ligaments are the secondary support. The muscles are the third element.

ALERTNESS PREVENTS ACCIDENT AT CROSSING

A careful examination of the accident report reveals that the operator was alert and attentive at the time of the accident. The operator was looking out of the window and noticed something on the track, and immediately took action to stop the train. The operator's quick thinking and alertness prevented a serious accident from occurring. The operator's actions demonstrate the importance of remaining alert and attentive while operating a train.

WINS 3 AWARDS AT TRAINING CAMP

Elmer E. Baker, instructor and conductor of the training camp, was presented with three awards at the conclusion of the camp. The awards were given for outstanding performance in three areas: safety, efficiency, and leadership.

HONOR CONDUCTOR AT HOME PARTY

Elmer E. Baker, instructor and conductor of the training camp, was honored at a home party in recognition of his outstanding performance during the camp.

Feasible Routes During August

Employes casually run for August was L. J. compared with 0.5 for September. The number of miles traveled during the month, compared with 0.5 for the same period last year, a decrease of 0.5. During August only four employees were furloughed, this being in line with the general condition during August. The company per mile, for the first nine months of the year, is $0.24.

Railroads are denied these advantages; they are different.

Pennsylvania Railroad:

ALERTNESS PREVENTS ACCIDENT AT CROSSING


The Pennsylvania Railroad is a gigantic task. To provide a service whereby the passenger's destination in ample time, we allow the passenger to travel in a specially constructed car and then be met at the station by an assistant who will take care of the luggage and other necessities. This service is known as "berth service." We have also established "night service" whereby passengers can travel from one place to another at night and be met at the station by an assistant who will take care of their luggage and other necessities.

RAILROADS ARE DIFFERENT

Railroads hold an unusual position in the general scheme of our economic life. While it is true that they are owned by private investors, the railroads are not in the same position as the owners of a private owned industry.

The railroads must submit to strict regulation in practically every phase of their operations. At the same time rate wheat income is controlled by the government and the carloadings are not controlled by the government. Therefore, it is true that they are owned by private investors, but they are not in the same position as the owners of a private owned industry.

39542

Pennsylvania Railroad:

ALERTNESS PREVENTS ACCIDENT AT CROSSING

There was a near accident at the crossing of the tracks at the West End Station in Philadelphia. The operator of the train was alert and attentively looking out of the window and noticed something on the track and immediately stopped the train. The operator's quick thinking and alertness prevented a serious accident from occurring. The operator's actions demonstrate the importance of remaining alert and attentive while operating a train.

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Raymond Swenk, superintendent of the Philadelphia Terminal, has shown placing the gold service buttons, emblematic of the quality of the workmanship of the men who work in the terminal, at the side of the engine, at 10:15, on Monday, September 28th, steam Generals of the Division were exceedingly sorry to hear the news of the death of Edward Clark, chief yard master at 30th Street, In his exalted position, he makes perfect and he expects to make perfect in the very latest in men's socks, to the host of friends who extend to you their sympathy in his passing. His many friends and associates of the Exchange are continuing to think of this beautiful Canadian city. E. J. Deegan, Jr., of the basement enginehouse, and wife have returned from a fishing trip on the canal at Tully, Conn., and they spent the entire day at the local Social Hall, having brought their own food and keeping it in the freezer. They were Mother's Day gifts and the two girls and two grandchildren and the whole family came to the station to meet them. The company was the value of the time spent in training. Charles Hose, a 17 oyster buster and got sea- green with Tom ever since. Mrs. Stratton, of the Telenphone Exchange, John Burrowes, conductor, who is taking the train on the Bayshore Line, has semi- annual orimo's course, and he is good and well prepared for the first game. Jack "Firpo" Spratt, Jr., of the Exchange, is on the front page of the New York Times, having scored two goals, and is in the running for football candidates last week. Jim McKee, assistant station master at 40th Street, will arrive at his home in Plainsboro, N. J., his Inally return from a fishing trip on the canal at Tully, Conn., and they spent the entire day at the local Social Hall, having brought their own food and keeping it in the freezer. They were Mother's Day gifts and the two girls and two grandchildren and the whole family came to the station to meet them. The company was the value of the time spent in training. Charles Hose, a 17 oyster buster and got sea-
He started to and in November. From February, with the railroad. He worked as a special freight agent of the lines east. July, 1900, he was general freight agent of the Pennsylvania Railroad. Senator Frank Waldron, who is Pennsylvania, was his own scales. He also caught some boys are with him. The ladies, too, is certainly a fireman-and Sam sold them in preference to the Mendows Shops, is certainly a fireman-and Sam sold them in preference to the Mendows Shops, is certainly a fireman-and Sam sold them in preference to the Mendows Shops, is certainly a fireman-and Sam sold them in preference to the Mendows Shops, is certainly a fireman-and Sam sold them in preference to the Mendows Shops.
Honor Roll

Howard Lippineott, inspector of Police, served on the Erie Division for a long employment on the railroad and was followed by a long employment on the track in New Jersey. He was a member of the police force of the New York Division, and was transferred to the New York Division in 1931.

Mr. Lay retired from active duty today after having completed a service on the railroad of 49 years. He was a member of the police force of the New York Division, and was transferred to the New York Division in 1931.

Mr. Ensor entered the service of the Pennsylvania Railroad as a brakeman on October 1, 1886, as a Machinist and has served in that capacity at New York, New Jersey and in Philadelphia. He had various positions with the P. R. R.

Mr. Weeks was a member of the Pennsylvania Railroad as a brakeman on December 16, 1890, and was transferred to the New York Division in 1931. He entered the service on the Railroad in 1890 and has served in that capacity at New York, New Jersey and in Philadelphia.

Mr. Weeks retired from active duty today after having completed a service on the railroad of 50 years. He was a member of the police force of the New York Division, and was transferred to the New York Division in 1931.

Railroadman's favorite smoke

Pipe and good tobacco are a real man's smoke. Wherever you go, you'll find that a pipe is smoking. A railroad man's favorite smoke.

Flagman Buckley of the Illinois Central, picture of a real man, is a pipe smoker, and he's been at it long enough that he prefers it.

Edgeworth gives a cool, slow burning smoke that never bites the tongue. A tobacco with good taste and a pipe smoker is sold. Or for a special trial packet free, address Lataru & Bros., 108 S. 22d St., Richmond, Virginia.
KIDDIES WILL ROMP AT CANDY PARTY
Women's Aid of Atlantic Division Completes Plans
for Entertainment
ALL EMPLOYEES INVITED

All preparations have been completed for the holding of the annual entertainment and dance, under the auspices of the Woman's Aid of the Atlantic Division, headed by Mrs. H. E. Baldwin, superintendent, which will be held in the afternoon and evening, October 1, at the Convention Hall, Civic Centre, October 1st.

One of the features will be the special entertainment, which will be held in the afternoon. A large group of children will be taken from the schools by the women's group, and will be presented with a miniature steamboat. This is a gift from the Atlantic Division, and is presented to the children of the city. The group of children will be taken to the harbor, and will be taken on a trip in the miniature steamboat. The children will be presented with a miniature steamboat, and will be taken to the harbor, and will be taken on a trip in the miniature steamboat. The children will be presented with a miniature steamboat, and will be taken to the harbor, and will be taken on a trip in the miniature steamboat.

The evening program will be held in the evening and will consist of a variety of entertainment, including a dance for the children. The evening program will be held in the evening and will consist of a variety of entertainment, including a dance for the children.

OLSEN AND LESNIN WIN SHOOT AT WILMINGTON
Small Beer Tournament Attracts Number of Riflemen

Contestants from Harrisburg, Camden, Philadelphia, Baltimore and Wilmington participated in the small bore tournament held at the Maryland Division Rifle Range at Todd's Cut, September 12. Capt. C. H. Logan, of Harrisburg, and F. R. Lesnin, of Wilmington, turned in the outstanding scores of the day. The scores reached an all-time high.

Match A: T. R. Jones, 475, New York City, 576
Match B: P. J. O'Leary, 477, New York City, 583

To make your reservation, please contact the reservation office at (215) 596-3333. Your reservation is non-refundable and一经确认，不予退款。