WORK OF TRUCKER MADE MUCH EASIER BY SMALL WHEEL

John Garverick, of Harrisburg, invents Third Important Part of Apparatus Used for Hauling

SAFER OPERATION SEEN

Conceiving the idea for the invention on a third of a pound on the same type truck in order to relieve the trucker, Mr. Garverick, particularly when handling heavy articles, Mr. Garverick, inventor of the small wheel carriage, states that the introduction of this small wheel carriage will make the work of the trucker much easier. A trucker who has to haul heavy articles, such as those required in the hardware business, will find his work much easier and safer with this small wheel carriage. The small wheel carriage is a useful invention for the trucker, as it will enable him to carry heavy loads more safely and with less effort.

SHIP CATTLE TO TURKEY

Passed Through Rail to Keel Terminal at Chicago

Thoroughbred cattle in crates, coming from Chicago, Ill., on the T. Q. Foundation, from A. O. C. at the President, to the Secretary of Commerce, comprised one of the most interesting shipments handled at the Chicago Keel Terminal. Jersey City, New York.

The shipment moved all rail from Chicago to Jersey City and was handled to the Export Steamship Terminal, Jersey City, by the Chicago Keel Terminal Co., at Jersey City. The direction of this terminal is under the management of A. O. C.

Notwithstanding the fact that there was much to be done through this terminal, the truck and steamship companies managed to send the cattle on without delay to their destination.

A REAL OLD RELIC

"Bill of Timber" Sent From Cumberland Valley Division

A very interesting relic has been received by the "Pennsy" museum from E. B. Smith, superintendent of the Cumberland Valley Division. The relic is known as the "Bill of Timber" that used in the construction of the Cumberland Valley Railroad, which was started in 1863. It was made by W. T. Vail, who was a general superintendent of the railroad.

The bridge, constructed under the supervision of W. W. Roberts, chief engineer of that railroad, now stands over the Virginia street railroad track in the city of Philadelphia. It is a 60-foot bridge, which was built in 1865, and has a Klaus-high deck composed of wood. The "Bill of Timber" was a single track of all.

ABOLISH "Y" BRANCHES

Reading and Norristown Activities Moved to Pottsville

September 1st the Reading and Norristown branches of the P. H. R. were moved to Pottsville. This move will provide a more convenient office for the Scranton division activities of the association will henceforth be carried on at Pottsville.

The second and third floors of the Reading and Norristown stations, as used by the "Y"-the second floor as a ticket selling and waiting room, and the third floor for the baggage and express offices. Three private rooms have been equipped for the use of members desiring to live on the railroad, with kitchens and sleeping accommodations.

The pocket billiard tables have been removed from the Norristown station, and the shore boats have been stored in the baggage rooms in almost constant use, the latter used as a bed and chair in Miss Barry's hands.

The benches have been reduced in size, the window curtains of the train were removed, and the room was made into a more comfortable place for the passengers.
SAD FATHER PAYS TRIBUTE TO P. R. R.

Praises Employees Who Made Easier His Trip From N. Y. to Norfolk

WENT TO HIS DYING SON

One of the most human letters ever received by the management of the Pennsylvania Railroad in recent years, expressing the feelings of a man deeply interested in the service, has been received by President W. W. Horsfall, Jr. It is written by Mr. R. C. Swonger, assigned to the office of electrical engineer, Philadelphia division, and describes the kind attention paid to a dying member of his family during his trip from New York to Norfolk by way of the Pennsy system.

The letter is so thought to the humane side of a recent experience that it has been received by President W. W. Horsfall, Jr. The recent experiences have been the subject of a letter to the humane side of a recent experience, but never have we had such an instance of the ability to reach Norfolk so soon. Mr. J. D. Swonger, assigned to the office of electrical engineer, Philadelphia division, and describes the kind attention paid to a dying member of his family during his trip from New York to Norfolk by way of the Pennsy system.

The letter is so

Testimonial Given to Conductor

By Commuters on His Train

In appreciation of his courtesy and services during his three years of service on the Pennsylvania Railroad, Mr. J. D. Swonger, assigned to the office of electrical engineer, Philadelphia division, and describes the kind attention paid to a dying member of his family during his trip from New York to Norfolk by way of the Pennsy system.

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Prominent patrons Paly Tribute to Veteran Conductor

The presentation took place on the morning of October 9, when a man's body was discovered at the corner of Oxford Street and Washington Avenue. The body was identified as the remains of Mr. Swonger, who had been a conductor on the Pennsylvania Railroad for 25 years. Mr. Swonger was known as a gentleman of gentlemanly manners, and his passing was mourned by his fellow conductors and by the public. It has been our pleasure to present him with a testimonial, which we know to be thoroughly deserved.

Mr. Swonger has been a conductor for 25 years, during which time he has been of the utmost benefit to his fellow passengers and employees. He has conducted the train with the utmost care and attention, and has always been considerate to all persons with whom he has had occasion to deal.

We have had the pleasure of knowing Mr. Swonger for a number of years, and we have always found him to be a gentleman of gentlemanly manners. We are sorry to see him go, but we know that he will be remembered with much affection by his friends and colleagues.

Edwards, N. Y., October 9, 1923

P R E S I D E N T R E S S E N T S NOVEMBER 3 AND 4

The Pennsylvania Railroad, as we have learned from Mr. Swonger, has been known as a gentleman of gentlemanly manners, and his passing was mourned by his fellow conductors and by the public. It has been our pleasure to present him with a testimonial, which we know to be thoroughly deserved.

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Kiddies Entertain Huge Crowd at Aid Party in Camden

SAFETY CONGRESS HEARS PAUL NEFF

P. R. E. Employe Speaks to 20th Annual Convention of Experts at Chicago

SPEAKS OF PRACTICES

P. F. Neff, safety inspector, Pennsylvania Railroad, yesterday delivered his address before the twenty-sixth annual Safety Congress and Exhibition at the Union Stockyards at Chicago.

Neff, in a period of three years, has studied the statistics of injured employees. In his study, he has found that the greatest number of deaths from accidents is from the failure of employees to stay off the track. He believes in the use of the fresh air taxi and the jugernaut to protect employees.

One result of Neff’s efforts is that the Pennsylvania Railroad has reduced the number of accidents by 50 per cent. It is now the policy of the company to insist that employees use the fresh air taxi and the jugernaut.

Neff’s remarks were met with applause by the convention.

How They Stand

The leaders of the Pennsylvania’s Safety Trio late on the last day that the convention was in session.

Mr. Neff, who was a member of the trio, was in charge of the enter- tainment.

The committee in charge of the entertainment, composed of Messrs. B. H. Hudson, superintendent; Mr. Neff, assistant chief of the Pennsylvania’s safety department; E. W. Gallagher, chief clerk, and Mr. J. O. York, assistant chief, had prepared a number of entertainments.

No finer tribute than was paid to the late chief of the Pennsylvania’s safety department, Mr. Neff, was the entertainment prepared by the committee.

The entertainment consisted of a number of musical numbers and speeches.

The committee in charge of the entertainment was composed of Messrs. B. H. Hudson, superintendent; Mr. Neff, assistant chief of the Pennsylvania’s safety department; E. W. Gallagher, chief clerk, and Mr. J. O. York, assistant chief.

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Meadows Shops

We peddled around with the other employes of the Meadows Shops, who were also present at the entertainment.

Mr. Neff in charge of the entertainment.

The entertainment consisted of a number of musical numbers and speeches.

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Meadows Shops
OIL, NOT SAND
These are strenuous times for the management of the Pennsylvania Railroad. They are strenuous, also, for the rank and file, and the situation confronting each of us is relatively the same. We are operating the largest railroad in the country. Occupying that position, the maintenance of order is largely left to our part.

There is a universal disturbance in business which America alone cannot settle, but the world powers are looking to America to lead them out. No one organization in America, no one corporation, or no individual will be able to do it. The problems must and will be solved by the people of the entire nation.

We, the individuals, by our acts and deeds exert a tremendous influence. If we lose our nerve, get discouraged, or shirk our efforts, it will take a long time to right conditions.

If we keep our heads, maintain our courage, and strive earnestly toward a common goal, success is assured.

As the Pennsylvania Railroad and a host of other railroads go. As the employees of the Pennsylvania Railroad conduct themselves so will the Pennsylvania Railroad go.

We who ride the rails are not wheels stopped, but we who put oil in helps them to go. If we have courage, keep up our morale, are willing to meet what comes along, keep a close watch on the situation, keep our face adversity with the same smile with which we met our prosperity, we will solve our problems.

The United States is counting on our leadership in the emergency.

Health Topics
Under the Direction of the Valuable Relief Department

THE MUFFLER
Personal liberty has been addressed to us by the members of the Valuable Relief Department, adding that qe are bound to take a personal interest in the cause of our employes. The muffler is intended to direct our attention to another means through which a proper understanding may be conveyed by means of this section. The muffler is intended to direct our attention to another means through which a proper understanding may be conveyed by means of this section.

Perhaps there is no luck in the actions that Doctor Carey is calling for bracing the mouth or nose in the act of swallowing or in public places or in groups, there is, however, a moral obligation which all of us must bear in mind.

The personal belief of human ajunction is that the common cold and the spread of the same may be reduced as a lesser degree of severity.

The continued reiteration of this claim of the Interior Police in physical conditions is the statement that we are confronted with a situation in which personal liberty is being violated by respiratory diseases, the initial symptoms of which are frequently noticed in the early stages of the illness.

Very few persons go through an illness in the past twenty years without a flue or some other attack from this source. This is particularly true of children.

The continued reiteration of this claim of the Interior Police in physical conditions is the statement that we are confronted with a situation in which personal liberty is being violated by respiratory diseases, the initial symptoms of which are frequently noticed in the early stages of the illness.

Train MD-4, Guide 

Continued from Page One

the train disappears into the West. Here one may obtain the latest picture of the hotel for the various cities.

The passenger appeared puzzled at first, but suddenly thought of something. He stepped deftly off to the platform, and just as the train was about to leave he ran out again towards the table.

The continued reiteration of this claim of the Interior Police in physical conditions is the statement that we are confronted with a situation in which personal liberty is being violated by respiratory diseases, the initial symptoms of which are frequently noticed in the early stages of the illness.

To avoid duplicating statements or in groups, there is, however, a moral obligation which all of us must bear in mind.

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The continued reiteration of this claim of the Interior Police in physical conditions is the statement that we are confronted with a situation in which personal liberty is being violated by respiratory diseases, the initial symptoms of which are frequently noticed in the early stages of the illness.

Train MD-4 moves all freight from the Waverly-Newark District and for Greenville and beyond. At Edge Moore it sets off cars for the Wilmington-Waverly-Delaware County District and for Greenville and beyond. It reaches the latter point about 8:15 P.M. and arrives at Greenville at 9:30 in the morning.

Freight Service Broadens Boundaries
Continued From Page One

First Division: R. H. Brewer, for early morning delivery, thus accomplishing the Delaware Division. The first train leaves five cars for Jersey City, Manhasset and to all points beyond. It is scheduled to deliver in all eight cars at Edge Moore at 6:30 P.M. and arrives at Greenville at 7.30 P.M.

Train MD-4, Guide

There is no gainsaying the fact that over eating, poor elimination, indigestion, fatigue, and lack of proper sleep, play an important part in reducing a person’s resistance.

Therefore, proper diet is the first and foremost of these suggested pave the way, but in our comprehension of the facts, the muffler is an important means of achieving this purpose. The muffler is an important means of achieving this purpose.

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October 15, 1931

THE PENNSYLVANIA NEWS—Eastern Edition

PHILADELPHIA TERMINAL DIVISION

JOHN EBERLY

Will Wright, passenger agent, donated the sum of the efficiency of the Pennsylvania Railroad to the Boy Scouts of America. The Y. M. C. A. gave a great show in the New York Central yards last week which caught them off their guard.

W. E. Williams, station agent, was the Railroad’s representative at the Pennsylvania State Fair at Harrisburg, and the complexion of the world. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

Broad Street Station, is developing including crabbing. Here is one fel- know how many he has and just what line.

H. P. Laffoon, station agent, is another fine eating member, including crabbing. Here is one fel-

Harry Ardon, of the Supervising Agent's Building another fine eating

Patterson, of the Supervising Agents, has part of judging food emporiums, has all he talked about was the delicious change. M's Francis thinks Smithy should

F. B. O'Bair, of the Pennsylvania State Fair at Harrisburg, and the complexion of the world. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

L. J. Keddy, agent of the Pennsylvania State Fair at Harrisburg, and the complexion of the world. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

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LEONARD CORRESPONDENT

N. C. Walters, of the Pennsylvania State Fair at Harrisburg, and the complexion of the world. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

Harry Wright, of the Pennsylvania State Fair at Harrisburg, and the complexion of the world. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

J. T. Magee, of the Telephonic Railroad Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

J. F. Blackwell, of the Telephonic Railroad Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

H. D. B. Hahn, of the Telegraph Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

The engines of the west Pennsylvania Railroad Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

Passenger Trainmaster

The names of the Pennsylvania Railroad Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

At the office sporting a P. T. E. Travis, of the Pennsylvania Railroad Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

John Fitzgerald, regional chairman

A. T. Eldridge, freight brakeman, died on September 21, in the Hospital for the aged. He was 65 years old. He is survived by his widow and one son, John A. Eldridge, of the Pennsylvania Railroad Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

A. L. Kline, freight brakeman, died on September 21, in the Hospital for the aged. He was 65 years old. He is survived by his widow and one son, John A. Eldridge, of the Pennsylvania Railroad Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

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Determination to "see it through" is as

The many faces of Florida. All traffic signs will be removed when Doc" starts

Harry Ardon, of the Pennsylvania Railroad Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

Eddie Collier, of "S" office, has been staying up all night hea-\n
fluently, Harry Ardon, of the Pennsylvania Railroad Exchange on contingent-against. He made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

It is with profound sympathy that

Mrs. J. E. M. Cullinanto, wife of the

Another passenger trainmaster has just re-

J. E. Westerholt, passenger conductor of the

She made a great job. Tom and his gang certain-into an expert photographer. He claims will help you accumulate them.

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SECRET SERVICE AT WILLIAMSPORT

Employees on “Their Toes” Find Pleasure in Hunting for New Traffic

AGENCY FORCES ACTIVE

Williamport Division employees are keen for the solicitation of more business. Residence of the office to employees to interest business to the Pennsylvania Railroad is an all-important matter to the Division... 

Branch of the L. I. R. R. “Y.,” will everyone declared it was a great night to hold its fall opening entertainment. The committee, has obtained the services of Mr. Hall, funniest exhibition. The score of 5 to 0, blanking them. Roy Edwards, the Kiddie Trouper, a fast and enthusiastic dancer, will make up the programme arranged by C. C. Van Buskirk’s Novelty Orchestra. There were about 80 employes of the Pennsylvania Railroad Y. M. C. A. and various employes, they speak of the good spirit and supplied some merri-... 

GOOD FELLOWSHIP SEEN AT MEETING

Train Master’s Department in Phila. Stages Night of Lively Recreation

On Tuesday, October 4, the com...
Honor Roll

**Continued from Page Nine**

Two employees of the Schuykill Division, Mr. Thomas M. Cahill, 6701 Lorimer St., and Mr. Amos Fetrow, 308 South Street, were placed on the Roll of Honor October 1, after a forty-year service record, with a perfect safety credit.

Mr. Cahill came to work for the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

Mr. Fetrow entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

**Two more employees of the Schuykill Division, Mr. John O. Baker, 109 W. 5th St., and Mr. Henry C. Boston, 911 N. 12th St., were placed on the Roll of Honor October 1, after a forty-year service record, with a perfect safety credit.**

Mr. Baker entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

Mr. Boston entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

**Additional employees of the Schuykill Division, Mr. John T. McKennon, 2448 W. 6th St., and Mr. E. L. Myers, 2216 N. 15th St., were placed on the Roll of Honor October 1, after a forty-year service record, with a perfect safety credit.**

Mr. McKennon entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

Mr. Myers entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

**Additional employees of the Schuykill Division, Mr. Peter H. Rock, 2010 N. 3rd St., and Mr. George C. List, 2201 Washington St., were placed on the Roll of Honor October 1, after a forty-year service record, with a perfect safety credit.**

Mr. Rock entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

Mr. List entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

**Additional employees of the Schuykill Division, Mr. P. R. Reck, 2100 N. 13th St., and Mr. George Strine, 2416 N. 17th St., were placed on the Roll of Honor October 1, after a forty-year service record, with a perfect safety credit.**

Mr. Reck entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

Mr. Strine entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

**Additional employees of the Schuykill Division, Mr. William J. Cahill, 2215 N. 12th St., and Mr. J. J. Sheehan, 2221 N. 11th St., were placed on the Roll of Honor October 1, after a forty-year service record, with a perfect safety credit.**

Mr. Cahill entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.

Mr. Sheehan entered the employ of the Pennsylvania Railroad Company at the Philadelphia Division machinist shop as a machinist helper on December 31, 1887, and worked as machinist helper on December 29, 1904, and as machinist on December 23, 1905. July 27, he was appointed machinist foreman at the Philadelphia Division machine shop, and on December 29, 1905, he was appointed foreman of the machine shop. He held that position until his retirement.
where fall golf tournament was held

fall golf tourney pleasant affair

Over 200 participate in annual match over links at Frazer, Pa.

Stanberry-Toomey win

Class competition marked the fall handicap invitational tournament of the Philadelphia Golf Club which was held over the Frazer courses October 3. The weather was ideal, the course was in excellent shape, and the entire affair was one of the most distinguished in the short history of the club.

An interesting feature of the tournament was the fact that it was held on the one of the most beautiful days of the season, met and defeated the
tion at 6.41 P. M. to go to West Phil-
tem.

together, having as opponents T. W.
Clement and C. S. Krick played with
other by E. C. Felton for the low
gross honors of the day, so that
had a handicap of 5, or a net of
the Observation Car and Ford of the
season, nas just completed plans for
prizes of from $8.00 to $2.00 awarded
Bowling Congress, for high individ-
ual average for the season.

the range is a very good one, being

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golfers in the world.

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