President Atterbury Urges All to Help in Local Relief Work

An Announcement That Sum of $100,000 Has Been Made Available by Board of Directors for Use of the Women Aid in its Welfare Activities

The Officers and Employes of the Pennsylvania Railroad under the leadership of publicly recognized citizens throughout the country, practically every community, have undertaken some phase of unemployment relief, so that in a sympathetic and effective way, those who may have share with those who have not. The magnitude of these efforts emphasizes the earnestness of the needs. I am sure that everyone who has read the Pennsylvania Railroad finds this a cause that appeals to his sympathy and worth of his support.

The purpose of this message is not to take advantage of an emergency which we shall naturally feel to contribute to the relief funds now being raised in our own communities. It is to call your attention also an opportunity which we should welcome to co-operate actively and generously in the task of helping the communities who have unselfishly assumed the great work of gathering these funds and administering the necessary relief.

This railroad operates in thirteen states and the District of Columbia. It serves most of the large and small cities in this part of the country, a section in which the need for unemployment relief is probably greatest. We have photographs a general description of the service of P. O. Kornick, Middle Division agent at Brighton, Pa.

Haul Truck Bodies on Fast Freight under New Tariff

The Pennsylvania Railroad's latest form of rapid freight service began operation November 1. Under the new service, truck bodies of standard dimensions are loaded at the shipper's door and hauled by motor truck to the railroad freight station where they are placed on a car for the railroad haul.

The new coordinated service is faster, cheaper and more convenient to the trucking and shipping public than through highway movement exclusively by motor truck. The transfer of freight from the roads to the rails also will have the effect of freeing the public highways of a great number of large, slow-moving, and congested metropolitan centers where its flexibility and economy for short hauls and enable it to render maximum service while the railroad will perform an important function where its natural advantages enable it to move freight faster, more economically, and at lower cost than any other transportation medium.

If the new service meets with the success expected, it will be extended as rapidly as the growth of traffic demands.

An Alert Fireman

A serious accident was probably avoided by an alert fireman who called the attention of George A. Archibald, fireman on the Delaware Division, to a possible fire on the night of September 16. He observed that the smoke coming from the engine looked like a smoke from an open door. The fireman immediately turned the engine off and was able to prevent any possible damage.

This scene along the Schuylkill River, West Philadelphia, where the new Pennsylvania Station is being erected, is changing rapidly. The old bridges over the Schuylkill may be seen. The track on the right are those of the suburban line, running from the Board Street Station to the new Pennsylvania Station which appears on the right. The new Pennsylvania Station promises to be a marked improvement of form, as noted by the steel work on the west side of the river.
TELLS ADVANTAGE OF ELECTRIC "LOCO"

Engineer Compares Performances With Those Operated by Steam

COST LESS TO OPERATE

The following article expresses the opinions of the Engineer of the Forty-sixth Street Enginehouse, Philadelphia Terminal Division, who has had extensive experience in operating and maintaining steam locomotives and also electric locomotives.

The advantages of electric locomotives are better known than the disadvantages. For instance, in the opinion of the writer, the cost of electric locomotives is less than half.

From the standpoint of efficiency an electric locomotive is always better than a steam locomotive, partly because of the efficiency of electricity itself. The efficiency is partly due to the fact that electric energy can be transmitted with little loss, whereas steam energy is transmitted with considerable loss.

In addition to the Pennsylvania Railroad, the New York Central and the Reading Railroads have been experimenting with electric locomotives for many years. The results have been so satisfactory that the completion of its run from Pittsburgh to Philadelphia to determine the cost of the electric locomotive is almost twice the cost of the steam locomotive of equal weight in the same circumstances and under the same conditions.

The cost of electric locomotives is also cheaper than that of steam locomotives, and this is partly due to the fact that the electric locomotive can be used for a longer period of time before it requires repair or overhaul.

Less Repairs

From an economical standpoint, the writer believes that the cost of electric locomotives is much less than that of steam locomotives, and this is partly due to the fact that electric locomotives require much less repair and maintenance than steam locomotives. For instance, the writer has had extensive experience in operating and maintaining steam locomotives and also electric locomotives, and he has found that electric locomotives require much less repair and maintenance than steam locomotives.

The writer has made a study of the cost of electric locomotives and has found that the cost of electric locomotives is less than half.

RICHARD E. GLASSON, locomotive engineer Forty-sixth Street Enginehouse, Philadelphia Terminal Division, has expressed the following opinions:

The advantages of electrification are better known than the disadvantages. For instance, in the opinion of the writer, the electrification of the steam locomotive is less than half.

From the standpoint of efficiency an electrification is always better than a steam locomotive, partly because of the efficiency of electricity itself. The efficiency is partly due to the fact that electric energy can be transmitted with little loss, whereas steam energy is transmitted with considerable loss.

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In addition to the Pennsylvania Railroad, the New York Central and the Reading Railroads have been experimenting with electric locomotives for many years.

William "Bill" Morrissey, brake- man, Division of York, did a humane act when the right due to its symmetrical wheel arrangement and also because of its ability to start up very fast. In the opinion of the writer, the electrification of the steam locomotive is less than half.

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JOIN HONOR ROLL
ON PHILA. DIV.

Eight Veterans Placed on Pension List Effective November 1

ONE WORKED 50 YEARS

The following eight veterans on the Honor Roll Division have been retired to the Honor Roll, effective November 1.

George D. Dorsey

Barnes Speck

John Edward Speck

George Dishman

Jacob F. Shenk

Mr. Dorsey, a machinist helper, was born in Schuylkill County, on March 1, 1864. He has worked 50 years at Harrisburg, Ill., in the clerical department of the U.S. Army, where he was employed in the clerical department of the Master Mechanic's office at the time when he was retired.

Mr. Barnes Speck was employed as a machinist by the Enola yard. Mr. Speck was employed in the clerical department of the U.S. Army, where he was employed in the clerical department of the Master Mechanic's office at the time when he was retired.

Mr. John Edward Speck was employed as a machinist by the Enola yard. Mr. Speck was employed in the clerical department of the U.S. Army, where he was employed in the clerical department of the Master Mechanic's office at the time when he was retired.

Mr. George Dishman was employed as a machinist by the Enola yard. Mr. Dishman was employed in the clerical department of the U.S. Army, where he was employed in the clerical department of the Master Mechanic's office at the time when he was retired.

Mr. Jacob F. Shenk was employed as a machinist by the Enola yard. Mr. Shenk was employed in the clerical department of the U.S. Army, where he was employed in the clerical department of the Master Mechanic's office at the time when he was retired.

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Health Topics

Under the direction of the faculty of the Pennsylvania Railroad Hospital, an investigation of the general health of the employees was made. This is a timely subject and one of the most important in the health work of the individual and the corporate body. The change in the manner and mode of living, especially the departure from customs requiring physical exercise has reduced the herebefore beneficial results of such demands to a minimum. It has left in its aftermath the fat, fleshy, kurvous figure of the employee, and many of the employees are in desperate straits, unemployable, and many young ones in our emolument offices.

Theodore Goodsell, the railway’s human-relations director, is pursuing this line of thought, a true spirit of service in industry. This is a subject which it is felt must be emphasized. The management has been informed that, as the result of our operation in one way or another, approximately $100,000 has been saved from the various divisions which were not utilized for the benefit of mankind.

The minds of thoughtful railroad workers have been developed to the point where they are in a position to do their best for the benefit of mankind.

The kind of exercise depends upon the individual and varies from at least one hour to several hours. It may take place in the open or otherwise. It is unwise to adopt a program or outline of exercise and conform to it no matter what the weather or the mode of living, especially the departure from customs requiring physical exercise. The true spirit of service is made manifest in the open air.

One should follow a period of rest, not only a meal, but also the passage of time, to permit nature to catch up. Properly done, it is a labor of love, of which every employee, if he has a progressive spirit, will secure new patrons for the Pennsylvania Railroad. The true spirit of service, is growing larger each week. The Pennsylvania Railroad is growing larger each week. to the attention of I. W. MacMullin, superintendent, who is fortunate enough to have my assistance in this work. The man who is fortunate enough to have my assistance in this work. The man who is fortunate enough to have my assistance in this work. This is a line which has its foundation in the personal and the corporate body.

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JOHN EBERLE

Any kind you may wish.

Married on November

Fourth Train Master nights and the boys were out in force playing football on the field of games were played, including shuffle

Walter Kinsinger challenged Bill Gallagher, the big "IT" man of the Division, to a match of 200 foot baseball. The dart base

Some of the boys in the watchmen's quarters were busy building a small Christmas tree, which was later placed in the -

Sawmen you have to do your own handling Xmas trees and holly. It is a

is a picture of Woodthwaite station and it is good to know that it has

It is a real story of the做成総Liberty of Woodthwaite station.

It is a picture of Woodthwaite station and it is good to know that it has

The former middle class of the West Pennsylvania is now

"George Hudson" made his public appearance at the 4€7th Street station.

The boys and their wives, made a trip by auto on

They say it was a great trip

The last of the 4 "Get-to-Gether" get together meetings were

The Penngylvania narrow gauge was inaugurated by C. C. Kinney, execu-

Wobble, was recently made a member

The P. R. R. had its

Mr. Wobble, was recently made a member

Noonday, is now writing a book, en-

E. J. Schluchting, passenger brake

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F. F. Corsey, 11. C. watchman Wood-

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The Philadelphia News—Eastern Edition
November 15, 1911

MIDDLE DIVN. MEN JOIN HONOR ROLL

Thirteen Veterans Placed on Pension Rolls Effective November 1

ALL HAD LONG CAREERS


Mr. Merritts served as a telegraph operator and was a member of the B. R. T. Fifty-year gold service button in memory of the late Adam Gabel, was one of the pioneers of Altoona. He is the wearer of a Medal of Honor, having served in the service of the Pennsylvania Railroad Company in Altoona and has many friends in that city.

Mr. Derick was retired as an engineman. He entered the service of the Pennsylvania Railroad Company in Altoona and has a service of thirty years and four months to his credit. He was a strong advocate of the Pennsylvania Railroad in Altoona.

Mr. Ripley was a machinist in the Tyrone roundhouse and leaves behind him a wife and two children. He was a member of the B. R. T. Twenty-five years. He was one of the workers who very sweetly informed Harry Hogan of his retirement, and Mr. Ripley was a member of the service of the Pennsylvania Railroad Company in Altoona.

Mr. Merritts served as a telegraph operator. He was born in Newville, Pa., entered the service of the Pennsylvania Rail- way Company in Altoona and has many friends in that city.

Mr. Watson served as a ticket agent. He was born in Juniata, Pa., entered the service of the Pennsylvania Railroad Company in Altoona, and has forty years and four months to his credit. He was made an Honor Roadman for his service in the middle division.

Mr. Derick was one of the B. R. T. Fifty-year gold service button in memory of the late Adam Gabel, was one of the pioneers of Altoona. He is the wearer of a Medal of Honor, having served in the service of the Pennsylvania Railroad Company in Altoona and has many friends in that city.

Mr. Merritts became an Honor Roadman for his service in the middle division. He served the railroad for thirty years and four months to his credit. He was a strong advocate of the Pennsylvania Railroad in Altoona.

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**Roll of Honor**

Continued from Page Two

**HENRY N. BONDE, Roll No. 1037**

Henry N. Bond, former engineer on the Baltimore and Ohio Railroad, father of the late Henry N. Bond, was instrumental in the formation of the New York and Pennsylvania Railroad Company and was a director of the company for many years. He retired from active duty in November 1894, and was placed on the Honor Roll in accordance with the pension plans.

**J. F. KAISER, Roll No. 1047**

J. F. Kaiser, a former engineman on the Pennsylvania Railroad, was active from 1856 to 1891. He was placed on the Honor Roll in accordance with the pension plans.

**E. J. HOLLANDER, Roll No. 1049**

E. J. Holland, a former engineman on the Pennsylvania Railroad, was active from 1873 to 1892. He was placed on the Honor Roll in accordance with the pension plans.

**W. H. RAYMOND, Roll No. 1051**

W. H. Raymond, a former engineman on the Pennsylvania Railroad, was active from 1855 to 1881. He was placed on the Honor Roll in accordance with the pension plans.

**L. V. SMITH, Roll No. 1053**

L. V. Smith, a former engineman on the Pennsylvania Railroad, was active from 1864 to 1885. He was placed on the Honor Roll in accordance with the pension plans.

**J. W. WILSON, Roll No. 1055**

J. W. Wilson, a former engineman on the Pennsylvania Railroad, was active from 1860 to 1888. He was placed on the Honor Roll in accordance with the pension plans.

**H. W. TILTON, Roll No. 1057**

H. W. Tilton, a former engineman on the Pennsylvania Railroad, was active from 1857 to 1883. He was placed on the Honor Roll in accordance with the pension plans.

**R. M. SCOTT, Roll No. 1059**

R. M. Scott, a former engineman on the Pennsylvania Railroad, was active from 1861 to 1888. He was placed on the Honor Roll in accordance with the pension plans.

**W. R. C. SMITH, Roll No. 1061**

W. R. C. Smith, a former engineman on the Pennsylvania Railroad, was active from 1861 to 1887. He was placed on the Honor Roll in accordance with the pension plans.

**J. F. KAISER, Roll No. 1063**

J. F. Kaiser, a former engineman on the Pennsylvania Railroad, was active from 1873 to 1891. He was placed on the Honor Roll in accordance with the pension plans.

**E. J. HOLLANDER, Roll No. 1065**

E. J. Holland, a former engineman on the Pennsylvania Railroad, was active from 1873 to 1892. He was placed on the Honor Roll in accordance with the pension plans.

**W. H. RAYMOND, Roll No. 1067**

W. H. Raymond, a former engineman on the Pennsylvania Railroad, was active from 1855 to 1881. He was placed on the Honor Roll in accordance with the pension plans.

**L. V. SMITH, Roll No. 1069**

L. V. Smith, a former engineman on the Pennsylvania Railroad, was active from 1864 to 1885. He was placed on the Honor Roll in accordance with the pension plans.

**J. W. WILSON, Roll No. 1071**

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**H. W. TILTON, Roll No. 1073**

H. W. Tilton, a former engineman on the Pennsylvania Railroad, was active from 1857 to 1883. He was placed on the Honor Roll in accordance with the pension plans.

**R. M. SCOTT, Roll No. 1075**

R. M. Scott, a former engineman on the Pennsylvania Railroad, was active from 1861 to 1888. He was placed on the Honor Roll in accordance with the pension plans.

**W. R. C. SMITH, Roll No. 1077**

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**J. F. KAISER, Roll No. 1079**

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**E. J. HOLLANDER, Roll No. 1081**

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**W. R. C. SMITH, Roll No. 1093**

W. R. C. Smith, a former engineman on the Pennsylvania Railroad, was active from 1861 to 1887. He was placed on the Honor Roll in accordance with the pension plans.
PENN~YANNA, October 30—Drum and Bugle Corps, American Legion, after participating in the American Legion parade, held in Philadelphia on Armistice Day, on November 11, returned to Altoona, Pa., and gave a very effective and splendid concert service, consisting of one hundred and sixty songs. The Corps was led by their popular Drum Major, "Happy" Dunbar, and after taking their formation, the corps rendered the "March of the Volunteers," which was dedicated to Gen- eral John A. Logan. After this the Corps, under the direction of Mr. Le Feu, played the strains of "The American Patrol." Mr. Le Feu then threw "bombs," while the boys picked up the bomb and threw it back to the corps, which was repeated until the day's exercises, held at Independence Hall.

**Engineman Lauded by Broadcaster**

Lowell Thomas Eulogizes J. M. Davison, of Pitts- burgh, Now Deceased

**HAD A COLORFUL CAREER**

A tribute was paid to a former Pennsylvania Railroad employee by Lowell Thomas, broadcasting for the Literary Digest on October 20.

They had a funeral at Pitts- burgh, Pa., on Saturday. Two miles of traffic were to be paid on the road where the last of the dead was placed. He was a railroad engineer, John M. Davison, who died at the age of 74. The Pennsylvania Railway Company, in a statement today, declared that Engineer Davison had never been paid for his services to the company, but many millions of Pennsylvanians for 11 years. His last days were more than one million, two hun- dred and fifty thousand. His last ride was on more than 125 times around the world. He never had a train full of riders, but he was always there to make the journey perfect. He retired for health reasons in 1937. He was one of the oldest engineers on the Pittsburgh and Johnstown Street. The funeral was attended by a large crowd of engineers. Engineer Davison's train was the last train to leave the yard. The service was held at the Amtrak station in Pittsburgh. The engineer was a hero to all who knew him.

**Annual Poultry Shoot Planned by Gun Club**

Wealthy Chiefs Giving Event at Neshonas Grounds

On November 14 the Gershom A.而又 statesmen, wealthy chiefs and other important men will give a poultry shoot at Neshonas Grounds, near Altoona, Pa.

All railroad men and sportmen are invited to take part and also participate. The proceeds from the shoot will go into the advancement of the village rail- way. The village layout is under the direction of the railroad's engineers. The location of the village was the site of the old and Appleton station on the Pennsylvania Railroad. Mr. Davison is a well-known sportsman, who is a noted shooter, as well as an authority for conducting an affair of this kind. He is a large landowner, and a large number of men and women will participate. The village is located on a hill overlooking the tracks.

All Saturday men will be glad to welcome friends, whether they come from Altoona or any place. The village is located near the tracks, and there is a large number of men and women who will be glad to welcome friends. The village is located near the tracks, and there is a large number of men and women who will be glad to welcome friends.

**Golfers Help Unemployed**

W. R. Men Attend Sunbury Exhibit

With Pennsylvania Railroad men taking prominent part in the arran- gements, the Sunbury Chamber of Commerce staged its annual Industrial Exhibit, in connection with its annual membership dinner, on November 11.

The industrial exhibit presented a large number of exhibits, including some of the largest in the state, in taking care of their own needs and in the raising of new shows in the show business. The exhibit was a great success, with a large attendance.

**Death of Engineer Davison**

John T. Borum, donor of the Sunbury Plan, noticed a smoke screen floating in the automobile of an unknown man in the street near Altoona. The man was the hero of a classic of railroad history. The engineer and his train crew were saved from a fiery death. The engineer was the hero of a classic of railroad history. The engineer and his train crew were saved from a fiery death.

**Skilful Work With Safety Belt**

SKILFUL WORK WITH SAFETY BELT

P. R. R. MEN FIGHT FIRE

Engine Gears Give Alarms When Flames Threaten Axle

A fire was reported on the train of mixed freight coming from Lewiston and Strong to the station at Altoona. The fire was extinguished by the engineer, who had been on the train for several days and was familiar with the territory. The fire was extinguished by the engineer, who had been on the train for several days and was familiar with the territory.

**CROWN GOLF CHAMPION ON VIRGINIA EAST SHORE**

"Duck" Warren, Athletic Chairman of Delmarva Division, Wins Coveted Honor

"Duck" Warren, director of the Delmarva Division, was recently elected Athletic Chairman of Delmarva Division, and the honor was awarded to him for his services to the division. Mr. Warren is a well-known sportsman and is also a director of the Delmarva Division. His services have been greatly appreciated by the division and the members of the division.

"Duck" Warren was elected president of the Delmarva Division. His services have been greatly appreciated by the division and the members of the division. His services have been greatly appreciated by the division and the members of the division. His services have been greatly appreciated by the division and the members of the division. His services have been greatly appreciated by the division and the members of the division.

**Annual Thanksgiving Poultry Shoot Over Eastern Shore**

The annual Thanksgiving poultry shoot will be held on November 24, at the station wharf. The shooters will be used to aid the unemployment situation among the rail- way employees. Suitable trophies were awarded by the Pennsylvania Railroad, Inc., to the shooters.

**Unemployment Tournament Held at Frazer**

The Pennsylvania Golf Club yel- low, a new tournament organized by the Pennsylvania Railroad, was held at Frazer, Pa., on November 10. The tournament was a success and a great number of attendees were present.

**Couples Help Unemployed**

The New York Division, an organiza- tion of couples, held its annual tournament. The event was held at the station at Altoona. The tournament was a great success and a large number of attendees were present.

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