CONWAY YARD BECOMES HUB OF THE PRR
The New Freight Rates

The Interstate Commerce Commission released its long-awaited final decision for increased freight rates (Ex Parte 206) on August 6, 1957. The higher rates went into effect on August 26.

The maximum increase authorized over the rates in effect, not at the time of the decision but before December 28, 1956, is 14 percent within Eastern territory. On traffic moving between the East and the West, the maximum increase is 12 percent; and between the East and the South, it is 9 percent (except for traffic moving on class rates, which was granted a 12 percent increase throughout the Nation). Agricultural commodities like grain, livestock, meat, lard, vegetable oil, and shortening were given only a 9 percent increase in all territories. On coal and coke the increase was generally 15 cents per ton, but only 8 cents per ton on lake cargo coal destined to Lake Michigan and Lake Superior, 8 cents on Tidewater coal to New England, and 10 cents on export coal and coke. Several other commodities were limited to maximum increases ranging from only 2 cents per 100 pounds (40 cents per ton) on phosphate rock and salt, up to 12 cents per 100 pounds on edible nuts. Included in this category are potash, sugar, lumber, millwork, and fresh fruits and vegetables.

In all, the increases authorized will average for the PRR about 10 percent above the rates in effect before December 28, 1956, and only about 4.5 percent above the rates in effect since December 28. The 4.5 percent granted is quite a contrast from the average of more than 11 percent requested to place us in a stronger position to secure funds for modernization.

We are frankly disappointed in the inadequacy of this decision to give us the funds needed for capital improvements as well as expanding our maintenance programs. More than ever it is up to each one of us to assist our Company to give the kind of service needed to hold existing business, to gain new traffic, and thereby to provide funds for improvements and increased security for our jobs.

Vice President—Freight Sales & Services
On Sunday, August 4, 1957, the big change-over took place. At freight yards all over the System, new patterns for classifying freight cars went into effect. Scores of blue-ribbon freight trains changed to new schedules and routings. New freight trains came into being.

This all added up to the most far-reaching revision of the PRR's traffic flow in recent history.

The story behind it is summed up in one word: Conway.

On that warm, drowsy Sunday, after more than four years of construction and an outlay of almost $35 million, new Conway Yard was ready for large-scale operation. On that day, the bulk of the PRR's East-West freight began funneling through the four-mile-long, ultramodern yard along the Ohio River, 22 miles northwest of Pittsburgh.

The giant yard means a major step in the PRR's march toward better service. It means a speeding-up of East-West freight by margins ranging up to a full day. It also will produce, indirectly, improvements in terminal operations in many parts of the System.

This comes about because of Conway's new role as the key classification yard of the PRR.

From all over the East—from the Seaboard and from the Lake terminals—freight for points west of Pittsburgh now pours into Conway, entering in mixed fashion and coming out in properly classified and blocked trains. Similarly, from the West—from Chicago and the rest of the Northwestern Region, and from St. Louis, Cincinnati, and the rest of the Southwestern and Buckeye Regions—freight bound for points east of Conway goes "mixed" into Conway and is classified there. This is now the story for all East-West freight except perishables, livestock, and parts of the TrucTrain and LCL traffic, which are classified at other points.

At Conway the cars roll over humps equipped with the latest devices of railroad science for assuring fast, safe, accurate classification. The cars glide down into the eastbound or westbound classification yards which, together, can hold 6,500 cars at a time—largest capacity in America. Makeup engines, like busy sheep dogs, herd the cars together, aided by a track arrangement that permits five trains to be made up at one time in each classification yard. And out of the two ends of Conway roll the trains, an average of one
Yardmaster Leonard Whitehouse watches operations from his 70-foot tower. Comparison of America's retarder-operated yards shows Conway is first in classification track capacity and humping capacity, and second only to Enola in total operating capacity every half hour.

Conway Yard, because of its size, its layout, and its mechanical and electronic gadgets, has attracted the attention of the entire railroad world (visitors have come from 14 countries). But more significant than these physical features is the manner in which Conway has enabled the PRR to upgrade its freight operation, with beneficial effects felt widely over the System. Here are a few examples, as outlined by Wendell C. Allen, manager of transportation engineering:

Rose Lake Yard, at East St. Louis, formerly made up separate blocks of cars for Pittsburgh, Altoona, and Enola. Now Rose Lake puts all these cars in a single block and sends them to Conway. This simplifies Rose Lake's operation, enabling it to do a better job with its other freight. (The above change applies only to non-perishables; Rose Lake still sends perishables direct to Enola.)

Freight from the Eastern Seaboard bound for Bedford Yard, 10 miles south of Cleveland, formerly went all the way into Cleveland, was classified at Kinsman Street Yard, then was taken back down to Bedford. Now Conway makes up a separate Bedford block which is delivered there directly by the road train. That means a saving of hours in delivery time to auto plants and other consignees.

All yards receiving freight from Conway will be aided by a new system of double-checking consists, aimed at catching any last-minute errors. This should sharply decrease the number of no-bill cars—and improve relations with shippers.

Shippers will benefit also, in a spectacular way, from increased "sailings" of cars. For example, freight from the Chicago area bound for Buffalo and beyond formerly moved on one train a day. Now three trains from the Chicago area—CS-6, CS-8, and GRE-2—pick up Buffalo freight in addition to their regular consist of Eastern freight, and take it "mixed" to Conway for classification. These trains are spaced around the clock; if a shipper misses one, he doesn't have to wait long for the next. From Conway, two trains a day, CBF-1 and CBF-3—the latter a new train—speed the freight north to Buffalo.

Enola continues to be the main classification yard of the eastern segment of the Railroad, and its operations will be strikingly improved by the new freight program. Since Conway will do the classifying of cars bound for the West, the tracks
As train enters yard, Car Inspectors R. B. DeDominicis and K. E. Sergeant are ready for it. Promptness by car inspectors is vital to Conway's tightly-scheduled operation. Hump Conductor F. F. Kovacs pushes buttons to route cars to classification tracks. Promptness by car inspectors is vital to Conway's tightly-scheduled operation.

Cars go over the westbound hump, which can operate on either one of two tracks. The westbound classification yard, with 45 tracks, and the eastbound (shown), with 54 tracks, some more than a mile long, provide ample room for Conway's assigned job.

Enola formerly used for this purpose can now be used to make more "refined" classifications—that is smaller breakdowns—of traffic moving between the Eastern Seaboard and points east of Conway, including Pittsburgh and much of the Northern Region. This improved classification will aid those points in faster handling of the incoming cars.

Furthermore, the week-end accumulations of traffic that used to crowd Enola's doors and strain its facilities now will tend to be smoothed out, making for fewer delays and more efficient operation clear across the System.

Enola continues to be the key yard for perishables from the West, which bypass Conway. This preserves an ideal setup for shippers—a diversion point close to Eastern markets, enabling shippers to make last-minute decisions on whether to shunt their cars from one city to another, depending on the ups and downs of market prices. Now that Enola can "specialize" in perishables, it will be able to do an improved job with this sensitive traffic.

"A number of other benefits—present or potential—could be cited," Mr. Allen says. "These results are a tribute to the foresight and imagination of the men who conceived the Conway project."

The Conway story goes back to 1949. The Central Region at that time was studying ways to simplify and speed up operations in the Pittsburgh area. It tentatively decided that a great deal could be gained by rebuilding Conway, a sprawling, outmoded yard dating back to 1883.

James M. Symes, then vice president—Operation, suggested that the investigation be expanded to find out what a big, modern yard could do to help not only Pittsburgh and the Central Region, but the whole System.

An eight-man committee, headed by C. D. ("Dixie") Merrill, now a System methods engineer, went to work in 1951. "We studied many possible sites for a central yard, and the farther we looked, the better Conway seemed to us," Mr. Merrill says. "All traffic from the Northwest, the Southwest, the Lakes, from the Pittsburgh area itself, from the Buffalo gateway and from the Eastern Seaboard passed through Conway or could be rerouted to do so."

The committee made an intensive study of freight movements, tracing some 24,000 cars that could fit into the Conway picture. It consulted operating, traffic, and engineering department men, drew up tenta-
Car comes down the westbound hump toward radar device, which measures car's acceleration and thus gauges its "rollability.

Each car passes over a weighing device, which "tells" the electronic control room whether the car is light, medium, or heavy.

Retarder Operator W. E. Corbin adjusts meter that keeps count of cars on each track.

Robin Forbes, assistant signal supervisor, checks operation of retarder control room, which utilizes approximately 3,000 vacuum tubes and 30,000 resistors and condensers.

tive plans for the yard, made up tentative train schedules, and investigated all possible difficulties—fog, for instance. Conway is often subject to fog heavy enough to hamper operations. The committee recommended the use of fog lights at the humps, plus a large array of communications devices that are now part of new Conway Yard: cab signals for the hump engines, trainphones, outdoor talkbacks, bull horns, intercoms, and others.

The committee's report, presented in February, 1952, consisted of a 285-page book, bound in red covers (it came to be known, naturally, as "The Red Book"). The basic recommendations were approved by Management and the Board of Directors, and detailed plans were then drawn up by the staff of Donald L. Sommerville, Central Region chief engineer (now area engineer).

In July, 1952, an engineering group headed by white-haired George W. ("Pat") Patterson, who started his PRR service in 1916, set up a field office in a truck trailer parked at the Ohio River bank. Construction began February 23, 1953. It was a staggering job. The engineers had to build a new yard on an old yard without obstructing the old yard's operations. And they were hemmed in by a river on one side, a highway and hills on the other.

Room was made by dismantling the heavy repair shop and the scrap dock, their functions being taken over by the Samuel Rea Shop and new scrap and reclamation plant at Hollidaysburg. More room was gained by filling in a swampy tract between the yard and the river, and by building up the river bank. Conway men still vividly remember the dynamite blasts and digging operations that removed the top of a hill across the highway to provide clay and shale and rock; and the long strings of gondolas ("Patterson specials") that brought gravel from an abandoned gravel pit 14 miles up the line.

The classification yards were built with fine precision to provide a non-accelerating grade of 0.15 percent—which means a drop of approximately an inch and three quarters in each 100 feet of distance. Iron pins, cased in concrete, have been set in the ground to guide the track maintainers in preserving this grade.

A. M. ("Arch") Crawford, now engineer of communications and signals, Pittsburgh Region, supervised the installation of the retarder system, the very heart of...
As a train enters Conway, Leo R. Shannon, the “scanner,” reads off the car numbers

Mr. Shannon’s report, on tape recorder, helps H. Jackson make classification list

Irene Homjak sends classification list to the retarder tower by pneumatic tube

Trainphone on P. J. Baumgardner’s hump engine keeps him in touch with conductor

Talkback picks up voices at 30 feet; Car Repairman T. J. Draganza talks to tower

Car Inspector P. S. Bartolovic reports a shop car, using 29-ounce Micro-Talkie radio

the yard’s operations. Progress in the field of automatic retarders has been so rapid, that by the time the eastbound hump was completed, new developments caused the PRR to select entirely different retarder controls for the westbound hump.

Thus, on the eastbound hump, a car passes through three retarders that are automatic and a fourth that is manually controlled. A weighing device and speed measuring devices determine what pressure the first three retarders will apply to slow the car to a predetermined safe speed. Before the car reaches the fourth retarder, the operator presses a button to set the exit speed, which he chooses according to his judgment of how freely the car rolls, how far it must travel, and how it will react to track curves.

On the westbound hump, this judging is done electronically. As the car rolls down the hump, it passes over a series of gadgets which, as one railroader said, “find out practically everything about the car except who built it.” A weighing device tells whether the car is light, medium or heavy. Radar devices measure its rollability on straight track and on curved track. Other radar devices measure how the car reacts to the pressure of one retarder, so the next retarder can make the necessary correction in the car’s speed. A car counter keeps record of the number of cars going to each classification track, to indicate how far each subsequent car must go to reach the coupling point.

All these facts are fed by wire to a control room, where an electronic computer analyzes them. It takes into consideration the physical features of the particular track the car is headed for (data on each track is already lodged in its “memory”). Then the computer “tells” the retarders what pressures to apply.

Despite these fully automatic features, the westbound hump has a retarder operator to monitor the operation, to take action in emergencies, such as shifted loads, and to open the retarders when a yard locomotive is passing over the hump.

The eastbound hump and classification yard went into operation September 20, 1955; the westbound side went into partial operation April 8, 1957; and large-scale East-West operation began August 4.

Before these steps could take place, the PRR had to blueprint precisely what the yard’s work would be—the classifications that would be made on each track, the schedules and consists of inbound and
CONWAY:
Employe Safety

Conway at night is brilliantly lighted for safe operation. The 26 floodlight towers, 100 feet high, burn over half a million watts. The lights go on automatically at dusk.

Bridge was built to give Conway employes a safe walkway over tracks and the boulevard to a parking lot. This bridge and one like it in another part of the yard cost $144,000.

outbound trains, the assignments of car inspectors, the humping schedules—plus effects of Conway's operations on yards and road movements all over the PRR.

This vast planning project became the job of a task force under Mr. Allen's supervision, consisting of yardmasters from key points on the System. In charge was Enola Yardmaster L. James Bossler, now an assistant trainmaster. As this group pushed its investigation across the System, it was augmented by a yardmaster at one point, a yard conductor or brakeman at another—"men who knew their own part of the Railroad and the practical problems of running it," Mr. Allen said.

"For example, we'd get a man like Jim Stiber, yardmaster at 59th Street, Chicago, and have him analyze his area's traffic. He'd help us find out what classifications we should make at Conway to help his area, what times our trains should arrive at Chicago to make certain connections, and which yard at Chicago could best handle each train.

"Similarly, Dick Walts, yardmaster at St. Louis, and George Dailey, of the New York area, worked out their local problems; and Bernie McKenna, a veteran Conway yardmaster, was our liaison man in all portions of the study involving internal operations at Conway."

To prepare for the first step—the utilization of the eastbound half of Conway—the task force men made a study of traffic flow. They couldn't go by the study made four years before by the original Conway committee—"times change and so does traffic," Mr. Allen explained. The new study involved the examination of more than 100,000 car records, tracing cars from origin to destination.

With this up-to-date picture of PRR traffic, the group could begin programming trains. As the "briefs" (the schedules and makeups of trains) were drawn up, they were presented to operating officials from all parts of the Railroad for criticism and suggestions. Time after time, it would turn out that part of a certain train's proposed schedule and makeup would work out in practice but another part wouldn't.

"Then," says Mr. Bossler, "we'd get out the shears and the rubber cement, cut out the parts of the brief that were okay, paste them on a new sheet of paper, and start from there. I think, before we were finished, we used about 50 jars of that darned rubber cement."
Modernistic building houses main offices as well as YMCA and welfare facilities.

Wide-windowed recreation room provides restful chairs, reading material, checkers, "Skill-pool"—and a good view of the eastbound hump. Adjoining room has television.

In cafeteria: Sarah Stanley, Madeleine McLean, Pauline Spagnoli, Robert Wharton.

From washrooms to basement laundry, building offers utmost in convenience.

Fireman H. R. Wolfe, of Ashtabula, enters dormitory—soundproof and air-conditioned.

The complexities could be enormous. A change in the schedule of one train could necessitate changing the schedules of 20 other trains that feed traffic to that train. Then, in turn, the operation of each of the 20 trains would have to be reviewed to make sure that each desired change—a 30-minute earlier arrival time, for example—would work out in practice. Furthermore, each of these 20 trains might be dependent on connections with still other trains, and any changes in schedules would also affect them.

But eventually, the briefs covering all the train revisions were completed. Freight Sales and Services men from the entire System and from off-line offices all over the United States came to a meeting at Philadelphia to review the proposals. They suggested final changes necessary to cover the needs of their shippers. Then the salesmen made the rounds to describe the new program to shippers and solicit business for the new trains.

The briefs, instructions, station lists, charts, and other material that was turned out by Mr. Bossler's group made a fair-sized mountain. The PRR Duplicating Bureau, which multilithed copies for distribution, used 300,000 sheets of paper.

At a meeting of Regional officials shortly before the big change-over, Thomas F. Schaebel, manager of freight train operations, said:

"The briefs and instructions we've sent you represent the work of some 300 people, and include ideas presented by several thousand additional PRR people. Co-operation on a similarly wide scale is needed if Conway is to do the job we've set for it.

"All yards dispatching trains to Conway must make sure they include only the cars that are supposed to be handled at Conway, according to the latest briefs.

"The yardmasters and yard clerks must see to it that the consist of each Conway-bound train is teletyped to Conway within one hour after the train leaves their yard—and that the list contains all the cars and has them in the right order.

"All PRR people involved in road movement must make sure that the trains get to Conway at the scheduled time.

"Conway can do a good job only to the extent that we feed it the proper food. I feel sure that, with everybody cooperating, this new development on the PRR will bring rich benefits in terms of strengthening our railroad and enhancing the security of all of us who work for it."
The Pennsylvania's District Engineers are the maintenance-of-way experts of the Railroad. On their ability to recognize whether road, communications, signals, and electric-traction facilities are maintained at the PRR's exacting standards, and their ability to keep them at these standards, depend the safe movement of people and the delivery of undamaged freight throughout the System.

There are 16 District Engineers and 14 Assistant District Engineers on the Railroad. They report to nine Regional Engineers and two Assistant Regional Engineers. The Regional Engineers report directly to the Regional Managers, but they also have a functional, day-to-day contact with the Chief Engineer of the System.

The duties of all District Engineers are similar. Each, like every official of the PRR, has undergone rigorous training for his job. All started as engineer apprentices or assistants on the engineer corps, which means they carried a rod or chain for experienced engineers, or began as laborers and took furloughs to study for college degrees in engineering. This means that all have literally learned railroading from the bottom.

Probably one of their most important responsibilities is to program their work on tracks, structures, and electric traction facilities so it will cause a minimum of interference with the current movement of traffic, particularly in busy areas where it requires ingenuity and planning to do essential work while trains move without interruption. This requires especially close collaboration with transportation-service officials of the Railroad.

Their responsibilities naturally require high degrees of professional and administrative ability.

They must prepare territorial maintenance-of-way programs for approval by the Regional Engineer. They must establish schedules for periodic inspection of facilities to assure adherence to maintenance standards.

They must control all construction assigned to them and administer all agree-
Like all District Engineers, J. T. Evans, Canton, Lake Region, began as engineering apprentice. He is a graduate of Lehigh U. District Engineer E. E. Zacharias, stationed at Philadelphia, has worked in many Regions. He also is a graduate of Lehigh U. District Engineer George Baylor, Altoona, Pittsburgh Region, has gained experience all over the PRR, is a graduate of VMI.

District Engineer W. R. Garner, Williamsport, Northern Region, worked summers as a laborer while studying at Ohio State U. District Engineer J. M. Kirschner, Richmond, Buckeye Region, graduate of Cincinnati U, has served in PRR lines in East and West. Assistant District Engineer J. J. Baffa, New York City, another Cincinnati U man, has developed skills in many PRR places.

District Engineer R. H. Smith, Chicago, Northwestern Region, graduate of Princeton, has held many PRR maintenance jobs. District Engineer A. S. Barr, Baltimore, Chesapeake Region, alumnus of Pittsburgh U, also got training in varied PRR areas. Assistant Regional Engineer J. S. Snyder, Indianapolis, Southwestern Region, graduate of Drexel, acts as District Engineer.

In addition they must control their expenses within the budgets they are allotted, improve work methods, and develop and recommend improvements in facilities and work equipment. They are expected to adjust their organizations and techniques to reflect changes in operating conditions and to take advantage of improvements in materials and equipment available to them.

They must obtain maximum utilization of maintenance-of-way and construction equipment such as big ballast cleaners, ditchers, and tie tampers, which are so large and expensive that they must be used intensively for the Railroad to realize a profitable return on the investment in them. They must also keep inventories at prudent levels.

Finally, since an important part of good management consists of the ability to train men to bear increasingly greater responsibilities, it is the duty of the District Engineers to develop understudies for all key positions so that as men are promoted there will be adequately-trained men to move upward. In other words, they must pick out the workers of today who have the potentialities to become the supervisors of tomorrow.

(This is the third of a series on Men Who Run the PRR. The next, which will appear in an early issue, will be on Road Foremen of Engines and their duties.)
Better hiring methods to obtain employees in good physical and mental health who will work efficiently and safely, stay longer with the PRR, and have the capacity to grow in their jobs were discussed recently at Philadelphia at a week-long seminar of Regional and System personnel supervisors.

"Hiring is now 'big business,'" said J. W. Oram, vice president—Personnel, in opening the meetings. "We can anticipate hiring approximately 200,000 men and women in the next 10 years—20,000 a year—unless we can reduce turnover. The problem of finding good people now is greater than ever because of the low number of births during the depression years and competition from other employers. We probably will have to spend as much as $20 million during the next 10 years to find and train replacements for employes who retire, die, or leave the service. That is why so much depends on you to find good people for the Company. This program will work if you make it work."

J. I. Patin, director of personnel administration, told the supervisors that merely interviewing a single brakeman, checking his references, giving him medical examinations, training him in his duties, and then waiting for his efficiency to rise to that of old employes costs the Railroad a minimum of $165.

Supervisors, he continued, should try to avoid hiring unqualified or uninterested people and try to place people in...
jobs where their interests will be kept engaged so the Railroad will obtain their best work and the employees will advance.

Every effort, he said, should be made to increase efficiency, reduce absenteeism and labor turnover, increase job satisfaction, improve morale of individual employees, identify men whose promotion potentiality is high, to enable the PRR to meet growing competition for labor.

Mr. Patin pointed out that one good source for recruitment was present employees who might know capable young men and women who would be interested in railroading as careers. He showed that wages and fringe benefits now make railroaders among the best-paid in industry. Railroads, he said, have a special problem because, unlike some unregulated industries, their work forces fluctuate. He added that it was the duty of employing officers to help furloughed employees with their unemployment claims to reduce distress to them and their families, and also help them find other employment. “Our low margin of profit and our dependence on our customers’ dollar to meet our $45 million monthly payroll make it difficult for us to stabilize,” he said. “We can’t ‘inventory’ transportation—transportation follows production in manufacturing industries. Not only that, the upswing in railroad employment follows that in industry. Our problems are compounded, but a good employment program can do much to help us and our people.”
Ticket-taking is a warm, friendly experience for Al Denneler—and for his passengers.

AL DENNELER
He Makes Them Smile

A commuter boarded a suburban Philadelphia train and held out his ticket with a grim, unfriendly look. “Good morning,” said Trainman Albert D. Denneler brightly, as he punched the ticket. The man didn’t answer. “Looks like a nice day,” Mr. Denneler said as he walked on.

The next day, the passenger boarded the train with the same unfriendly look. Again Trainman Denneler gave him a cheery greeting, and again got no reply.

“That went on day after day,” Mr. Denneler says. “I didn’t hold it against him that he didn’t respond. Maybe the man was sick, or had trouble at home, or in his business. Who can know what’s on a man’s mind?”

“Then suddenly one morning—after about two weeks of this—the man said, ‘Good morning, son.’ I tell you, that tickled me more than you can imagine. I had finally won a greeting from him. From then on, he always greeted me. He seemed to relax and enjoy his ride. That made me enjoy my day more. A little friendliness had paid off in both directions.”

Mr. Denneler, New York Region man retiring this month, recalls this story as an illustration of the delicate art of handling passengers. During his 50 years of service, he gave a lot of thought to this subject. Evidence of his success is contained in repeated letters of commendation, including a recent one from a Philadelphia-New York commuter, who nominated Mr. Denneler as the most unforgettable character I’ve ever met.”

Mr. Denneler—known as “Al”—by hundreds of passengers—disclaims any distinction. “Everything I know about handling people I learned from Ed Lynch,” he says.

The late Edward Lynch was a Philadelphia passenger trainman who befriended Mr. Denneler shortly after he started work on the Railroad in 1907 as a station baggageman. “When I was made a brakeman, he was my first conductor,” Mr. Denneler says. “I would watch in amazement the way passengers brightened up when they saw him. There was something about him—warmth and good nature. You sort of felt radiated in his presence. He made a tremendous number of friends for himself and the Railroad.

“After I got to know him well, he told me his secret. It was very simple: He started out each day determined he was going to like everybody he met. Nine times out of ten, people were sure to respond in the same way, he figured—and in the tenth case, he gave the passenger the benefit of the doubt. Maybe the rider had something on his mind—he was entitled to a little patience and sympathy.

“Patience and sympathy—putting yourself in the other fellow’s boots—that’s what Ed Lynch always stressed. He made a terrific impression on me. I found if I just followed his teaching in every situation, I got along fine.

“For instance, suppose a train stalls. The passengers get fidgety; so would you, in your position. But if the trainman quickly finds out the cause and then tells the passengers and gives them an idea how long they might have to wait, they stop squirming and go back to reading their papers. Uncertainty bothers them more than the actual delay.

“Or let’s say the air conditioning goes bad. A sincere expression of sympathy, and a promise to report the defect promptly, can make up for a lot of unpleasantness. As a matter of fact, it’s good to anticipate complaints—ask passengers how everything is and whether they’re enjoying the ride—show you’re interested in them as individuals.

“After all, as Mr. Lynch pointed out, collecting tickets is only a small part of a trainman’s job. Our big assignment is to make the passengers feel they’re welcome, to help them enjoy the ride, so they’ll keep coming back. Keeping them on the Railroad means jobs for trainmen.

“There’s another angle, as I learned from Mr. Lynch: If you help the passengers enjoy their ride, the day goes pleasanter for you, you’re more relaxed, and you feel better when you go home. I guess that’s the best reward of all.”

Mr. Denneler, who worked most of his years on trains between Philadelphia and New York, keenly remembers serving as trainman on the first official train to enter the new Pennsylvania Station, New York, on November 27, 1910. “When we made the station announcement,” he says, “everybody gave us a big hand, as if we’d just sung an opera.”

Mr. Denneler, 68 last month, hasn’t made up his mind what he’ll do in his retirement. He’s already had a couple of interesting offers of part-time jobs. The offers came from passengers he has served.
Hundreds of railroad men went out of their way to do the Boy Scouts a good turn in July and make the Fourth National Boy Scout Jamboree at Valley Forge, Pa., an unforgettable experience for some 53,000 boys and their leaders.

The Jamboree brought together Scouts from every state (including scores from PRR families) for a week's camping and training on grassy hills near Philadelphia where Washington's men once camped. Bivouacked on 1,500 acres among old cannon and Revolutionary landmarks, the Scouts represented the Nation's youth, "dedicated to God and Country."

They represented irrepressible boyhood, too. They climbed, yelled, and ran; made friends; tied knots, and built fires without matches; sang at camp fires; and swapped souvenirs of obscure value, such as lizards, cattails, and porcupine quills.

Kenneth A. Wells, Scout official, and Elmer F. Schrumpf, PRR Jamboree co-ordinator, plan train departures during week's camp.

They ate carloads of food, including "17 miles" of hot dogs. With high spirits tempered by Scout Law, they mixed boys' fun with maturing purpose.

Transportation, of course, made this national assembly possible, and dozens of railroads participated. Half the Scouts came by train, and half of these by the PRR, mostly on special trains. The movement was called the biggest ever made in peacetime. Numerous side trips made it one of the most complex.

The PRR bent all its resources to making the Scouts' travel pleasurable. Many departments pitched in, their plans co-ordinated by Elmer F. Schrumpf, assistant manager of special movements, and co-ordinator of three previous Jamborees. Planning began in January, 1956—18 months before the Jamboree—when Kenneth A. Wells, Scout director of transpor-
LeRoy Strohl III, son of Fort Wayne assistant district engineer, arrived in Norristown, asdid Clyde, son of C. Gregory, Logansport mail handler. LeRoy Strohl brought baggage for this train, while Clyde Strohl handled mail duties.

Dan, son of J. E. Anderson, Cincinnati crew dispatcher, started the early camp meal in Valparaiso, former assistant Scoutmaster of Logansport boys. His tent was pitched by Ralph Levy, Conservationists, George, son of E. R. Levy, signal foreman, and Bickford, Trenton brakeman, Charles Almond, Jr., Philadelphia teletype operator's son.

PRR carried Jamboree freight—food, charcoal, lumber. John M. Milward, Jr., sales Philadelphia, visited Norristown's grocery warehouse. LeRoy Schrumpf, PRR freight superintendent, was in charge of the movement, and met representatives of the PRR and other carriers. Mr. Schrumpf's experience was put to good use. "We couldn't hold a Jamboree without rails," Mr. Wells says, "and we lean heavily on Elmer Schrumpf. He does the impossible for us."

Advance freight included cars of charcoal, canned food, and lumber, and field equipment lent by the Army and Navy. Agent Charles S. Banghart's station at Norristown, Pa., was painted and repaired. At nearby Betzwood, loading point for daily excursions to Philadelphia, PRR trackmen leveled tracksides and set up temporary sanitary facilities. In the camp, baggage and ticket offices were opened for the Scouts, and in principal stations throughout the System PRR and local Scout officials co-operated in opening service booths.

At Norristown, where electrification ends, diesel shifters pulled each unloaded train from the station while its GG-1 "ran around." Empties were stored and serviced in five Philadelphia yards. About 90 baggage cars with the special trains were set off in advance and baggage was trucked to the camp ahead of the Scouts.

During three almost-sleepless days and nights—July 9, 10, and 11—Mr. Schrumpf watched over arrivals of Scouts at Norristown, where they were met by buses for the six-mile haul to camp at Paoli for less-than-trainload groups. He tied up loose ends, saw the boys safely...
in—then began planning return trips.

Railroaders went to great lengths for the boys. For instance, when tickets for 300 Seattle Scouts were misplaced in Chicago, Gilbert C. Olson, assistant district sales manager and train escort, wired ahead. Ticket-receivers and conductors along the way co-operated, and the boys came East without delay. The tickets caught up later.

A Texas train with 622 boys was delayed by floods. The Scouts had planned a day in Washington on the way to the Jamboree, but would have arrived there at night instead of early morning. So Austin C. Sigelen, district passenger manager at Harrisburg, held the train, arranged an evening swim in the Susquehanna; the PRR served the boys dinner, put the train back on a daylight schedule next day, and the boys saw Washington.

There were many such actions. “The hundreds of PRR men who helped move the Scouts all took this attitude: they couldn’t do too much,” Mr. Schrumpf says.

Return schedules were ready when, after a final giant campfire pageant, the Scouts ended their Jamboree. Two-thirds were on their way the first day, all in three days. Besides those returning home, 1,700 rode three special trains to Quebec enroute to a “Jubilee” in England.

Even before the boys left Valley Forge, complimentary words began coming in to the PRR from various Scout offices. Typical was a letter from Mr. Wells: “The Pennsylvania Railroad, as usual, went out of its way to be of service to all of our people. We think very highly . . . of your whole organization as we see it in operation at the Jamboree.”

Co-operation had cemented the traditionally friendly relationship of Scouts and Railroad, which is based partly on sponsorship of many Scout activities by Pennsy Family Clubs and other Railroad groups. Besides, many Railroaders are Scout leaders, and many of their sons and grandsons are members. A considerable number of these attended the Jamboree; more than 50 are pictured in typical camp activities on these and the two following pages.

After escorting Scouts across country, G. C. Olson, Seattle assistant sales manager, helps conduct Philadelphia tours

Scouts touring Philadelphia load at temporary PRR station set up at Betzwood

When boys struck camp, trailers collected baggage, cars were loaded in advance

Bob, son of R. O. Pawling of Lewisburg signal office, cleans up for trip home

Bill Sayers, grandson of Mrs. G. Sayers, Brookville tower operator; Jim Dinger, grandson of Zanesville Yard clerk S. Keith

Parting shot: Charles Wolfinger, Jr., son of Wheeling sales manager; Ron, son of Engineer Max Hanna, New Philadelphia

Baggage foreman Harold L. Simons receives checked articles at PRR baggage tent as Jamboree ends, boys start home

His fourth Jamboree ended, Mr. Schrumpf finally rests at his desk in the camp’s transportation tent, deserted at 3 A.M.
Early start: Ron Walter, grandson of Enola Stores Attendant C. Garverich

Cold water for Donald Smith, Scout son of Clayton S. Smith, Altoona Car Shop truck driver

A Scout is clean; so is camp. Joe Lingenfelter is the son of Robert C., Altoona yardmaster

Raising troop gateway: George, Jr., son of Fireman G. A. Snyder, Rochester, Pa., Scout leader

Swapping souvenirs is Mark Sassic, Jr., son of Conway engineman

Old cannon in Valley Forge Park interests John H. Hibsman, Jr., son of a Harrisburg brakeman

Sharpshooting on rifle range is Caleb Bower, Jr., Philadelphia, son of a Chesapeake engineman

John Debross, of Philipsburg, Pa., son of Fireman Anthony Debross, practices Scout rope knotting

Using “monkey ladder”: Elmer Greene, Jr., son of an Altoona brakeman

Trading for baby alligator from Florida is Ronald, son of G. Young, Phoenixville engineman

Exploring history at soldiers’ hut is Ronald Houser, of Altoona, son of Chief Draftsman John W.

Writing his daily letter home: Bob Stewart is son of Oil City Brakeman Robert M. Stewart, Sr.

On the archery range: Glen McClain is the son of Indianapolis Engineman Charles D. McClain

Ronald Taylor, Jr., Fort Wayne, is Explorer crew leader; father, an engineman, is troop advisor

Clarinetist Dick McCallum is grandson of Mrs. Florence W. McCallum, Pittsburgh sales office
Scouts' National Councilman Vernon Smith, PPR agent at Sharon, Pa., is commissioner for 14 troops.

Fireman Raymond R. Lyle, Jr., McKeesport, Pa., is commissioner for 14 troops.

Dr. H. B. Hamilton, PRR's Wilmington doctor, spent "vacation" tending Scouts.

Helping in Health Lodge: Enola Car Repairman N. C. Boone, 35 years a Scout.

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One day many years ago, a young boy, Casper Colicho, became a Railroader by chance. He is still a Railroader—by choice. He is proud of the Railroad and proud of his own accomplishment on it, having worked his way up from water-boy for a track gang to engineman on the Broadway Limited, Chicago to Fort Wayne, his regular assignment for the past three years.

Mr. Colicho loves to tell the story of how he joined the PRR, though it stems from an unhappy period in his life:

“We were in New York. I was 14 years old. My parents, Italian immigrants, were both sick and things looked bad for the family, so I decided to leave and try to make my own way.

“I remembered the train passing a track gang, so I walked back. It was about four miles. I asked the foreman for a job and he said I was too young and too small. Being all alone and so far from home made the disappointment too much for me, I guess, and I broke down. Well, the foreman got to feeling sorry for me then and hired me as a water-boy—at 90 cents a day for a 10-hour day.”

It wasn’t long before the ambitious Casper Colicho, or “Tony,” as he soon came to be called, worked his way onto the regular labor gang. Two years later he became a hostler, then, in three more years, a locomotive fireman. He was later a yard engineman for 23 years, and finally was transferred onto the road.

Meanwhile, Tony and his wife, Alice, whom he met in Indiana, were raising a family of six girls and two boys in Fort Wayne. There I got the heave-ho again with such a stern warning not to hop any more trains that I decided I’d better find something to do—some place to go.

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Meanwhile, Tony and his wife, Alice, whom he met in Indiana, were raising a family of six girls and two boys in Fort Wayne. Tony had liked the country and never moved from the area where he was “kicked off” his last freight train.

One of his sons, Ralph, followed in Tony’s footsteps and is now firing for his father. Ralph also is qualified as an engineman.

Tony Colicho, a short, slight man with a quick, broad smile, is happy. He knows that without benefit of a formal education he has done well. He was particularly pleased and flattered recently when Home and Highway, a motoring magazine, eager to produce an authoritative article on the foolhardiness of racing with trains and ignoring railroad signals, asked him to write the story. The article, with its theme as its title, “You Can’t Possibly Win,” described careless driving as seen by Tony from the cab. It was a grim reminder to motorists who, Tony says, “take more chances than a pretzel at a German picnic.”

Mr. Colicho has only one thought which might be called unhappy, that of retiring. “I’d like to stay on the Railroad forever,” Tony says. “One thing sure—when I retire—I’ll do a lot of traveling. If I can’t ride in the cab any more, I want to ride in the coaches and Pullman cars. I just like trains.”
James M. Symes Proposes U. S. Agency
To Ease Rolling Stock Shortage

James M. Symes, president of the Pennsylvania Railroad, representing 34 Eastern railroads, has asked Congress to set up a $500 million Federal agency to ease the railroad industry's shortage of rolling stock. The self-supporting government agency would purchase, then lease new locomotives, freight cars, and passenger cars to the Nation's railroads.

Testifying in Washington recently before the House Committee on Interstate and Foreign Commerce, Mr. Symes called the plan "vital to the adequate expansion of the Nation's indispensable railroad services for both peacetime progress and the national defense."

"A new reservoir of capital" is necessary to make it possible for the railroads to meet the continually increasing needs of the Nation for economical rail transportation, Mr. Symes said. "Less than half of the true needs for new railroad equipment can be met by existing sources," he declared. "Because low earnings by the railroads have practically eliminated any chance for equity financing, a constantly increasing proportion of railroad debt is in the form of equipment trust obligations which fall due every year—and must be met with cash." This situation, he said, is what is holding back railroad purchases of new equipment.

The "Rail Cars for Progress and Defense" plan is the practical solution, Mr. Symes said. "Less than half of the true needs for new railroad equipment can be met by existing sources," he declared. "Because low earnings by the railroads have practically eliminated any chance for equity financing, a constantly increasing proportion of railroad debt is in the form of equipment trust obligations which fall due every year—and must be met with cash." This situation, he said, is what is holding back railroad purchases of new equipment.

The "Rail Cars for Progress and Defense" plan is the practical solution, Mr. Symes said. He suggested the proposed government body be called the "Railway Equipment Agency."

The agency would be provided with initial capital of $500 million, and would be authorized to borrow up to four times that amount. Railroads could apply to the agency for long-term net leases for equipment needed, with a fixed term of lease for each type of equipment, based on its economic life.

Rentals would be such as to amortize during the term of the lease the complete cost of the equipment, less estimated scrap value at prices prevailing at the time of the lease, plus an interest factor of 1/4 of 1 percent above the estimated cost of the money to the government agency. While the agency would retain title to the equipment, all repairs would be the responsibility of the leasing railroad.

When a lease expired, the government body responsible for stockpiling strategic materials for national defense would have the option of buying any equipment thus freed from the equipment agency. What is not purchased for stockpiling would be sold by the equipment agency for scrap.

Mr. Symes emphasized the fact that the program would cost the government nothing. Rentals paid by the railroad would be such as to "pay the costs of administration and give the government a return on its funds, and, ultimately, the return of its initial capital," he said.

A further advantage, Mr. Symes added, would be that "much of the railroad capital now consumed in equipment financing thus would be freed for investment in other improvements, such as push-button yards and centralized traffic control. These would increase the efficiency of railroading, improving its service to shippers, and help to offset the spiralling costs brought on by the built-in inflation of long-term wage agreements."

Pointing out that the railroads are in a position to furnish mass transportation at the lowest true cost of any form of transport, Mr. Symes said: "Costs of transportation to the public inevitably will be much higher than necessary if the railroads are not in a position to grow with the increasing needs of the American economy. Under present conditions the government gives subsidy to other forms of transportation and maintains punitive restrictions on our business freedom. So the railroads, which are the recognized low cost transportation, are the only form that is not growing. All of the high-cost forms of transportation are growing rapidly. This can mean billions of dollars a year in increased costs to industry and household consumers unless this trend is arrested."

The railroads clearly do not have the resources to buy the large amounts of equipment needed, Mr. Symes told the committee. "And even if they did," he said, "they could not find the takers for that amount of equipment trust obligations in the present market. During the next 10 years railroads need to buy on the average two to three times as much equipment as they have bought in the last 10 years. If the railroads are to meet the challenge of the future," he said, "some means must be found for them to triple their equipment purchases. The 'Rail Cars for Progress and Defense' plan," he concluded, "is a simple, practical answer and would work out to the advantage of all concerned—the government, American industry, and the general public, as well as the railroads themselves."

Reunions Scheduled

Three organizations of veterans of military railroad service have scheduled reunions for October.

The 21st Engineers Light Railway Society will convene October 4 and 5 at the Hotel Hilton-Statler, Dallas, Tex. Members may contact Secretary-Treasurer J. H. Brooks, 1217 Lake Avenue, Fort Wayne, Ind.

The 724th T.R.O.B. Veterans (Korea) will have their fifth annual reunion on October 4, 5, and 6 at the Governor Clinton Hotel, New York. Contact C. F. Mitchell, 3928 Stratford Road, Drexel Hill, Pa.

The 19th Engineers (Railway) Association will hold its 40th anniversary reunion on October 19 at the Philadelphia Rifle Club, 8th Street and Tabor Road, Philadelphia. Contact F. P. Conway, secretary, 4414 Sansom Street, Philadelphia.

Steel Outlook Brighter

Increased demand from automobile manufacturers has improved prospects in the steel industry, it was reported recently from Pittsburgh. A low rise in the volume of steel ingot production was expected by industry observers, with the possibility of a greater advance by the middle of September.

The steel industry provides nearly 30 percent of the Pennsylvania Railroad's freight revenue.

Heavy orders from the auto plants were expected because the manufacturers have much less steel on hand now than they had at this time last year. Observers did not expect 100 percent capacity output by the steel mills in the near future, but predicted some mills might be running well over 90 percent by the beginning of October.
Not long after John C. Bell had retired as station master at Pennsylvania Station—30th Street, Philadelphia, the phone rang beside his bed one night. His wife roused from sleep and sat up as Mr. Bell reached for the receiver. “Who on earth can it be at this hour?” she asked. “I don’t know who it is,” he replied, “but I know who it isn’t!”

When Mr. Bell tells this story at meetings of the Philadelphia Retired Men’s Association, of which he is president, he always gets a laugh: every man there knows “who it isn’t.” It isn’t the Railroad; it isn’t someone at work who relies on you; it isn’t a call to duty. At such a moment, after a lifetime of responsibility, a man suddenly realizes he is on his own: he gets the feel of being retired.

Sometimes, Mr. Bell says, this is a bitter-sweet moment: for now a man knows not only that he is free to do all the things he’s never had time for, but he also knows how to do them. Most of them joined members in Delmar, heard the governor of Delaware, and ate dinner prepared by wives and a fire company auxiliary. Members frequently attend meetings of Associations in other cities, individually or in groups.

The Philadelphia Association meets on the third Thursday of each month at 11 A.M. in the YMCA, 1421 Arch Street. The secretary is Charles W. Cook, Jr., 820 Vandeveer Avenue, Wilmington, Del.

New York’s meetings are on first Saturdays at 11:30 A.M. in Pennsylvania Station YMCA. Secretary is J. G. Madden, Sr., 228 E. Scott Avenue, Rahway, N.J.

Harrisburg retired men meet on fourth Thursdays at 11 A.M. in the station USO room. E. R. Shoap, 2618 Lexington Street, Harrisburg, is secretary.

Altoona association meetings are on third Thursdays at 2 P.M. in the YMCA at Lexington Avenue and 9th Street. Secretary is Orville E. Cump, 412 E. 22nd Avenue, Altoona.

Baltimore’s meetings are on second Wednesdays at 11 A.M. in the station USO room. Secretary is C. J. Saylor, 1901 Ellenwood Road, Baltimore.

Sunbury men meet on first Thursdays at 12:30 P.M. in the Assembly Room of the YMCA. Secretary is L. E. Stewart, 155 Race Street, Sunbury.

South Amboy’s meetings are on third Tuesdays at 2 P.M. in the YMCA. Secretary is J. E. Pippett, 346 Fourth Street, South Amboy.

There are more than 34,800 retired PRR men now living. Railroaders are mostly lifetime career men, and their interest in railroading is never lost. Retiring in the second half of their sixties, after average service of more than 44 years, they welcome opportunities to gather with other railroad men. The Associations assume that retired men see one another in other cities but not as regularly as if they organized meetings. They would welcome additional associations, as well as new members in the established groups. They charge 25 cents to join and annual dues of $1.00.

Mr. Bell observes that retired men represent altogether a million and a half years of service to the Company. Often their service is followed by many years of retirement in which new problems are faced. When he retired in 1952, after 42 years on the Railroad, Mr. Bell planned to catch up with his reading. “But I do less reading than ever,” he says. “Time passes so fast, there’s not time to do all I want.” His repeated advice to younger men is to look forward to financing retirement, particularly to having fully paid-for homes. Even more important, he believes, is activity. “Retirement is a failure if there’s nothing to do but sit and think of the past.” That’s one reason Mr. Bell gives so much of his time to visiting retired men who are sick and to promoting the Association.

As another retired man said: “Too much leisure can become monotonous; loneliness can be helped through making new friends. The opportunity for fellowship in the Association means much to men whose families are scattered or gone.”

For some, retirement is deeply rewarding. D. J. Dougherty, retired employee of the Engineering Department, New York, once expressed his feeling in an article still remembered by the men of his Association:

“How old are you? I am young enough to have joys and sorrows, deep longings and high dreams, and many, many problems; and old enough to know that there is a cause for every joy, a cure for every sorrow. . . .

“I am young enough to crave true friends, and old enough to appreciate them when I find them . . .”
**PRR Golfer Wins Open**

A Pennsylvania Railroad train dispatcher accomplished one of the biggest golf upsets ever in the Chicago area recently when he entered the seniors division (age 45 and over) of the Calumet Open and wound up beating the whole field, professionals included. He is Malcolm Benjamin, 56, who lives in the Hessville section of Hammond, Ind., and works in PRR District 2, Chicago.

Mr. Benjamin shot a sparkling three-over-par 73 on soggy fairways and in a wind that swept in gale force over the tricky Lake Hills Country Club in St. John, Ind. He topped 105 other golfers, including 29 pros, by taming the elements with a deadly short game—chipping and putting. He needed only 26 putts for 18 holes in the medal-play tournament.

Mr. Benjamin's victory was no fluke; he knows golf. He's been playing for about 24 years, he says, and still gets out four or five times a week. He is the first to admit, however, that in the tournament he was playing "about five strokes over my head." The likeable new champion had never entered the Calumet before, "Although it was my first time in," he says, "I really thought I could win the Seniors. But I never figured on this." Asked how the pros took their loss to an amateur, Mr. Benjamin understates their feeling, "Well, they were disappointed, I guess." Because he is an amateur, his prize was limited to $75 worth of golf equipment. He's not kicking; "I can use it," he says.

To what does he attribute his Calumet Open victory and his improving game? Mr. Benjamin laughs, patting his middle, and says, "Getting some of this stomach out of the way." He carries 197 pounds, but adds, "I've dieted away 38 pounds since the beginning of this year, and it sure has helped my game. Tommy Sullivan has helped, too. He's the pro at Lake Hills. Tommy gave me some tips that have straightened out my drives and long iron shots."

Though Mr. Benjamin never played in the Calumet before, he has entered many pro-amateur tournaments in the Chicago area with Mr. Sullivan, and also has done well in the annual Hammond Times Tournament for public links golfers, finishing twice in the top five.

Mr. Benjamin, who has been with the Railroad for 25 years, starting as a telegraph operator, plans to defend his Calumet Open title next year. In fact, he's already lined up his caddy.

"Before this year's tournament," Mr. Benjamin explains, "I kiddingly asked our supervising operator, Donald M. Baughman, if he'd caddy for me. Don scoffed and said, 'Well, I'll caddy for you when you win it.' That takes care of my caddy for next year's tournament."

**49 Minutes to Save a Life**

Freight Engineman James M. Faith lost 49 minutes on his part of the Louisville-to-Chicago run of NS-7 recently, but the Railroad didn't mind a bit. He had helped by his delay to save the life of a critically injured boy who had been shot accidentally on a camping trip.

Engineman Faith was passing a creek-bank near Franklin, Ind., about 20 miles south of Indianapolis at 10:20 p.m., when he was flagged down by two boys with flashlights. They told him a companion, Bruce Miller, of Franklin, had been shot accidentally in the chest with a shotgun by a fourth boy in their camp near the creek.

Mr. Faith uncoupled his engine from the 56-car train and, with the aid of Fireman R. C. Lambert, placed the injured boy in the cab. Mr. Faith then ran the engine about two miles ahead to the town of Whiteland. From a private residence, he called for an ambulance and a doctor,
**EYE STRAIN**

by Richard J. Coyne, M.D., District Medical Officer, Philadelphia Region

Eye strain is one of the most common conditions that the physician encounters in his consultation room. The patient with eye strain may have such symptoms as weeping of the eyes while reading, blurring of the print, aching of the eyes, ability to read for only a short time, redness of the eyes, and inflammation of the lining of the eyelids. In addition, the patient may complain of headaches, dizziness, general fatigue, and occasionally pain which begins in the head and extends down the back of the neck.

There are many causes of eye strain. One, for example, is fatigue of the inside muscles of the eye. These muscles focus the eyes for seeing near or distant objects. Fatigue of the eyes occurs also when there is a weakness in the muscles that make them converge to see near objects clearly. Discomfort of the muscles that close the eyelids and those which bring the eyebrows together may occur. The physical effort to overcome imbalance of the muscles which co-ordinate the movements of the eyes is a strain on the brain and body frequently causing eye fatigue.

Presbyopia, or “eyesight of old age,” is a problem in patients past 45 years of age. The lens of the eye hardens slowly, making it progressively difficult to focus on objects near at hand or to read fine print. The individual finds himself holding reading material farther and farther away, finally at arm’s length.

Eye discomfort may be caused also by bright glare, as when the light is reflected directly into the eyes. Therefore, the importance of proper illumination cannot be over-emphasized. Most important, too, especially at the beaches during the summer months and while participating in winter sports such as skiing, toboganning, etc., is adequate protection from the direct rays of the sun.

The treatment of eye strain is directed toward removing the underlying cause. Many patients complaining of eye discom-fort need only proper instructions as to the correct methods of reading and viewing. They should be indoctrinated as to the importance of adequate light, the proper placement of light and avoidance of prolonged exposure of the eyes to intense, glaring light.

Strain resulting from eye muscular defects is treated adequately with glasses and exercises of the eye muscles. An occasional case may require surgery. As with all ailments, the patient should maintain general physical fitness. Anemia, disease of the thyroid gland, sinus infection, as well as excessive use of tobacco or alcohol, can have a bad effect on eyesight. Even psychologic disturbances such as nervous tension, worry, fear, and over-work can distort not only one’s outlook on life, but also one’s vision. After a severe illness, the eyes, as well as the rest of the body, should convalesce together—and over-use of the eyes should be avoided during this time.

Periodic examinations by an ophthalmologist is the best insurance against eye strain and assures the early detection of serious eye disorders.

**SHORT RUNS continued**

then reported the incident to Sheriff Charles N. Shipp, of Franklin.

The boy was rushed to Methodist Hospital, Indianapolis, and was admitted in critical condition. He was discharged after a three-week stay in the hospital and was reported almost completely recovered from his wounds.

Engineer Faith, 44, credited with playing the major role in saving the boy’s life, has more than 20 years’ service on the PRR. He started as a fireman on the old Indianapolis Division. He is the son of Marion P. Faith, formerly assistant road foreman of engines at Louisville, now retired.

Other members of the crew of NS-7 the night of the nearly-fatal accident were Conductor Otto S. Sandy and Brake-men Joseph E. Marshall and Robert C. Walsman.

**Jayne Rides the PRR**

Jayne Mansfield found a trip on the PRR an ideal way to meet her fans, hold press conferences, and publicize her latest motion picture, “Will Success Spoil Rock Hunter?”

Her studio, 20th Century-Fox, chartered an observation lounge car, which was attached to the rear of Train 121, The Representative, on its August 6 run from New York to Washington. At each intermediate stop—Newark, Trenton, Philadelphia, Wilmington, and Baltimore—hundreds of fans crowded the platforms to greet the Hollywood star and obtain autographed photos.

At the same time, newsmen of each city boarded the train and rode part of the way, interviewing Miss Mansfield and obtaining such items of information as that she is a serious-minded girl, and that she recently has mastered the second soliloquy of Hamlet.

At Washington, she visited the Capitol and met members of Congress.

John F. Whelan, passenger sales representa-tive, New York Region, and Bernard Braz, assistant supervisor of the Special Movement Bureau, worked out all the arrangements, down to such details as designating the lounge car “JM-1.” Ben Hogan, supervisor of service in the Dining Car Department, arranged to have vases of pink asters and a pink tablecloth for the buffet, to match the pink wool suit Miss Mansfield wore for the event. (How-ever, by the time the train passed Phila-delphia, she had abandoned her jacket and substituted a blue, form-fitting sweater.)

To enable Miss Mansfield to be heard above the fans’ fanfare, radio-electrician Vincent H. Ogle, of Sunnyside Yard, installed a public address system on the rear platform, and rode along to monitor it. During the moves from station to
station, he thoughtfully swathed the mike in a towel to prevent wind damage. PRR police at each station safeguarded the crowds that swarmed to the very edges of the platforms.

The buffet luncheon and refreshments were handled by Waiters Reuben D. Barnard and Jesse W. Williams, both of whom have often served celebrities. Mr. Williams, who recently served Marilyn Monroe on a trip from New York to Washington, was asked by a reporter how he would rate the two blonde actresses. Mr. Williams, an accomplished diplomat, answered without hesitation: "Miss Mansfield and Miss Monroe are both very beautiful women."

**Railroaders See the Railroad**

"So that's a hump!" exclaimed one of a group watching cars of NW-88 being classified at Enola. "How much does a diesel locomotive cost?" asked another. "From the tower this looks like a miniature railroader's dream," said still another member of a party that recently toured busy Enola Yard, near Harrisburg.

On the tour were 41 employees of the PRR's Car Service Records Department in Philadelphia. They were getting their first look at the yard operations that result in thousands of passing reports, wheel reports, consists, and numerous other records which they process every day for the entire System.

The employees, in two groups, visited the enginehouse, car shop, and main office. They were accompanied by George A. Sargent, manager of car service records, who arranged the tour. James A. Foshee, freight train master, Harrisburg, and Robert Werremyer, assistant train master, Enola, met the groups and guided them through the yard.

The groups saw everything from trouble-shooting in the enginehouse to a practical application of a safety rule (it was drizzling, but umbrellas were prohibited on or near the tracks). The visitors were much impressed, Mr. Sargent says, with "the sincerity displayed by the employees at Enola Yard, the tremendous amount of detail which must be followed to handle traffic carefully and expeditiously, and the emphasis placed on safety." They took particular notice, he said, of the efforts made to keep per diem at a minimum.

The tour proved profitable as well as educational for William L. Weiler, a clerk in the IBM section. He was the winner of an informal essay contest conducted among the employees to get their impressions of the tour of Enola Yard. Mr. Weiler's prize was a share of Pennsylvania Railroad stock.

His essay stated, in part:

"Of all the lessons learned...the

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**Candle Power**

The Railroad receives many letters commending employees. Each month The Pennsy reprints a few of them describing good services that increase esteem for the Pennsylvania and its people.

**Letter sent by C. A. Waite and E. J. Carroll, partners, and J. O. Hollander, president, C. A. Waite Company, Pittsburgh, to retired PRR freight conductor Charles D. Barker, formerly in charge of an industrial switching crew serving the Waite firm:**

"Upon the eve of your retirement, we of the C. A. Waite Company wish to express our thanks and deepest appreciation for all the many favors and efficient service which you as a gentleman and a railroader have rendered us. Our association with you has been most cordial. We could always rely on your unfailing integrity. You have been very pleasant, agreeable, and most of all...cooperative. The three signers of this letter, during their lifetimes, have been dealing with various railroads for an accumulated period of over 100 years, and during this long stretch of time we have found you were 'tops' in railroading. We are going to miss you, Charlie,' but we know you will enjoy your just reward for a job well done. May you, for the rest of your life, enjoy good health, happiness, and lots of fun.  

Mr. Barker had 40 years' service with the Railroad before his recent retirement.

**Letter sent by Leo C. Williamson, public relations manager, Lycoming Division, AVCO Manufacturing Corporation, to Frederick B. Undergrift, PRR division freight agent, Williamsport, Pa.:**

"Just a note to tell you how very pleased I was with the splendid service given me last Friday when I checked with Mr. Quay Moore about a shipment for a friend...Hartman Knoebel of H. H. Knoebel & Sons, Elysburg. Mr. Moore went out of his way to locate the shipment and was most kind and courteous to me and to Mr. Knoebel. We were much impressed with the outstanding work done by Mr. Moore and want you to know of our pleasure with the wonderful service he gave. Surely this kind of efficiency and courtesy is building much good will for the Pennsylvania Railroad..."

Mr. Moore, a clerk, has 38 years' service with the PRR.
The Walkers of Erie

Eddie Walker, of Erie, Pa., a PRR head waiter, and his adopted daughter, Hazel Chung, a musical comedy dancer, could run a close contest to see who gets more publicity. Hazel gets her press notices from her appearances on the stage—Broadway to San Francisco; Eddie gets his from his “appearances” on Trains 380 and 381 between Emporium and Erie.

Eddie, who is 61, has been with the PRR for nearly 40 years, and has been on the Erie run for the past 20 years. His open friendliness and his gracious service have made him one of the most popular of PRR employes. Columnists from Erie and other cities along his run can’t resist giving him a line or two once in a while, whether there is an occasion (like a birthday or anniversary) or just another train ride or chance meeting with Eddie.

“It seems like his name is in some column or other every time you pick up a paper,” says Eddie’s wife, Lillia. “And you can’t walk down the street with him without being stopped every two minutes by someone who just wants to say ‘hello’ to Eddie Walker.”

Eddie’s formula for friendliness: “I just try to be pleasant, that’s all.” That pleasantness has earned him so many letters of commendation from passengers, sent either directly to him or to the Dining Car Department, that he has to keep them in a scrapbook—with his newspaper clippings. Last year he was given the Department’s Award of Merit badge, and the Manager’s Key Chain.

Hazel, 22, the other “famous” member of the family, is about to complete her second full season as a featured dancer in the resident company of Cleveland’s “Musiccarnival,” one of the Nation’s most successful tent theaters. Soon after winning a scholarship to the Juilliard School of Music and Dance (The Pennsy, October, 1953), she was picked by Oscar Hammerstein II for a role in the “King and I.” After appearing on Broadway and touring the country with the show for 18 months, she returned to Juilliard and became the first student ever to complete its four-year course in two and a half years. Her Musiccarnival contract followed.

Hazel, a native of Jamaica, is the daughter of Mrs. Walker’s niece, a British West Indian. Her father, a Chinese mer-
On the way up

Following are both promotions and title changes for personnel through August 1

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<td>Mullen, J. N.</td>
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<td>Vice President—Washington</td>
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<td>Padberg, E. F.</td>
<td>Spl. Repr., Washington</td>
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<td>Secretary</td>
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<td>Macintyre, P. T.</td>
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<td>Comptroller</td>
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<td>Carckson, W. C.</td>
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<td>Cooper, M. A.</td>
<td>Head Clerk</td>
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<td>Everett, J. J.</td>
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Good railroading depends on co-operation
Heavy Machinery or Bakery Goods,

the PRR is prepared to give shippers door-to-door delivery via Pennsy TrucTrain Service between the East Coast and Rocky Mountains. Once they try Pennsy TrucTrain Service, shippers are sold—for they find that it's faster, more convenient and safer than other forms of transportation. Every little bit helps when you say a good word about...