TO OUR READERS

In keeping with the New Look spirit on the Railroad, the Pennsy Magazine has taken on a more modern face. We have changed from the letterpress to the offset method of printing. This makes for better reproduction of photos, while lowering costs. To fit the offset presses, the magazine's size is reduced slightly, from 9x12 inches to 8½x11 inches (same size as Time and Newsweek). We have also changed to a bolder, easier-to-read type.

Instead of being mailed to the employee's home, The Pennsy is now being given directly to the employee at the pay location. This solves the problem of non-delivery due to address changes, and at the same time reduces costs.

The Pennsy will continue to have features of interest to all the family. The Pennsy staff will be much obliged to have you take the magazine home.

IN THIS ISSUE

Campaign for more passengers . 1
Assembly-line car cleaning . . . .4
PRR antique auto fans ........6
Conway's employe inventors ..8
PRR's new organization ......9
Map of new PRR Divisions . . . .12
Renovo aids M. W. program . .14
S-cars speed PRR supplies . .15
Grain moves by unit train . . . .16
Lensman wars on loss & damage 19
Railroaders' best foot forward .21
Safety gogles save eyes .......22
Highest safety in 24 years ....23
More depressed-center flatcars .20
Interesting doings of employes .18
Diary of rails . . . . . . . . . . . . .24

ON THE COVER: Upholsterer Walter G. Miller cuts curtain fac-
ing for a PRR passenger car at Altoona Car Shop. Material he's using is vinylite coated Fiberglass.

ANNOUNCING A MULTI-MILLION DOLLAR PROGRAM . . .

Passenger service officials from all over the PRR gathered in a meeting room at Philadelphia last month and heard President Allen J. Greenough declare:

"There is a great deal that must be done if we are to revitalize our passenger service, and I assure you that we intend to do just that."

The Pennsylvania Railroad's president signalled the beginning of a multi-million-dollar program to give a big lift to the quality of passenger service and win more riders for the PRR. The program will include:

1. Major repair of 127 coaches and 8 dining cars.
2. Overhaul of the running gear and air-conditioning and heating systems of 119 additional coaches.
3. Acquisition of 20 stainless steel coaches similar to the 50 put into service in recent months.
4. A step-up in the car cleaning program.
5. Intensified inspection of equipment and service.
6. A training program to enable passenger station and train employes to help make the PRR outstanding in service, helpfulness and courtesy.

Mr. Greenough emphasized the last point. "The human element—real courtesy based on genuine concern for the comfort, convenience and welfare of our passengers—is every bit as important as clean coaches and bright waiting rooms," he said.

Similar sentiments were expressed by PRR personnel around the System. "We've got to make our custom-
er feel at home on our trains," said Conductor Raymond L. Ebauh.

"A well-cleaned car helps them relax and enjoy their ride," commented Coach Cleaner Ethel F. Lowe.

"People should notice a real feeling of welcome as soon as they set foot in our stations," stated Usher Samuel P. Scardina.

These and other employes in the varied crafts involved in passenger service—as illustrated in the por-
traits at the right—expressed enthusiasm about the new passenger program. Looking forward to the travel boom expected to result from the New York World's Fair, the PRR people saw a large opportunity to win new and lasting customers for PRR passenger service.

Text continues on Page 2.
UPLIFT FOR PASSENGER SERVICE

Carman Welder Leland W. Cisney
Ticket Seller Robert A. Coulson
Parlor Car Attendant James F. McClain
Steward Elmer R. Dabbert
Coach Cleaner Ethel F. Lowe
Conductor Raymond L. Ebaugh
Usher Samuel P. Scardina
Car Inspector Francis J. Sheedy
Reservation Clerk Helen M. Pahl
Waiter Roy W. Garrison
Red Cap Rudolph T. Ash
**PASSENGER PROGRAM**

Continued from Editorial Page

Mr. Greenough opened the Philadelphia meeting—attended by sales, operating and maintenance officials—by discussing the problems of rail passenger service. Other forms of transportation, he pointed out, benefit from lavish subsidies from government, while railroads must meet all their own costs. And the costs have kept going up.

However, the PRR during the past 10 years has done a variety of things to help itself. It has pioneered in the use of solid mail and express trains, which, by taking this traffic off passenger trains, has made possible an improvement in passenger schedules and service. The PRR has led the industry in testing and developing new kinds of passenger equipment and better ways to sell tickets.

It has conducted training programs in customer relations for train crews, ticket sellers and information and reservation clerks.

"Many other positive steps can be mentioned," Mr. Greenough said. "However, in all honesty it must be recognized that our passenger service today is still not good enough."

There are deficiencies in equipment and in customer relations, he said, and Management is determined to do something about the situation, "because we recognize two basic facts.

"One is that a deficit-ridden passenger service is a serious financial drain on the Railroad as a whole. Therefore, our passenger operation must be put on a sound financial basis.

"The second fact is that passenger service is our showcase. Freight customers, legislators, regulatory agencies, the press and the public generally all tend to judge us by what they see or experience in our passenger service. A great railroad, moving ahead with the opportunities we have before us, simply cannot afford a showcase that provides a poor public image."

David E. Smucker, vice president, operations, urged the PRR men to dispel, once and for all, any impression that the Railroad wants to get out of the passenger business. This part of railroad service provides a very substantial portion of the gross receipts, he pointed out. What the Railroad desires, he said, is to bring passenger business to a point where it will cease to weaken the financial health of the rest of the Railroad.

Mr. Smucker announced two new appointments to provide close supervision of passenger train maintenance and service:

Herbert P. Ruck, superintendent of shops at Altoona, became superintendent of passenger equipment, stationed at Philadelphia.

Eugene R. Pilot, superintendent of stations at Philadelphia, was named superintendent of transportation, special duty, with the assignment of checking all aspects of passenger service and planning improvements where needed.

Mr. Pilot told the gathering that he has been riding all over the Pennsylvania Railroad "to see how things look from the passenger's standpoint, and I think we can do a better job in customer relations.

"For example, while sitting in a lounge car, I saw a passenger trainman come in with a grim expression and call out, 'Tickets!' A passenger expressed apology for not having been able to buy a ticket, and paid his fare in cash. The trainman punched out a cash-fare receipt and walked away without a word.

"This trainman wasn't exactly rude; but neither was he cordial. He certainly didn't give this passenger the impression that we welcomed his business.

"A please, a thank-you, a smile—why should anybody be sparing with these little things that mean so much to everybody?"

"Even when a man does a good job, he sometimes spoils it by his manner. I saw an elderly lady stop a trainman and ask whether he would help her with her baggage when the train reached the next stop. The trainman looked at her, made a grunting noise and went on.

"When the train reached the station stop, the trainman promptly appeared—to the lady's surprise—and carried her luggage off the train. But when the lady thanked him, the trainman made no reply. Why he acted like that, after helping her, is certainly a puzzle.

"The airlines usually do a good job in courtesy. There is no reason why we can't match them—and surpass them. And that, very definitely, is a major aim of our betterment program."

Richard C. Johnston, assistant chief mechanical officer—car, reported that his department recently assigned 12 men to ride passenger trains for a week. They studied and made notes on the condition of windows, floors, upholstery, mechanical fittings, water supply, toilets.

One of the men even brought his wife along on these survey trips to provide the benefit of the woman's eye view and to check on the condition of ladies' rest rooms.
Shown renovating coach at Altoona Car Shop are (front to rear): William Lumadue, Eugene J. Bott, Elmer C. Ake, Lester M. Bucher, Cyril Kibler, Americo Damiano.

"Out of this study, we hope to come up with the best possible ways of correcting deficiencies, and a selection of the best possible materials," Mr. Johnston said.

"For example, we are doing the interior of a car at Altoona in epoxy paint. We're told that this paint will withstand abrasion from shoes and luggage better than our present paint, and is easier to clean. We're going to try it out and see.

"We're also attempting to design a toilet facility that will be easier to keep clean. We want to take out the sharp corners, the exposed pipes and the hard-to-reach spots that are difficult to clean.

"We intend to provide our coach cleaners with the most effective cleaning materials we can find. We aren't confining ourselves to methods and materials now in use on our railroad or on other railroads. We're surveying the field for new ideas.

"We intend to do a better job with the exterior of cars and will step up our use of mechanical car washers. We now have them at Philadelphia, Washington, Pittsburgh and Chicago, and within a few months we expect to have another one in operation at Sunnyside Yard, New York. We believe this facility will be able to wash equipment even when the temperature falls below 20 degrees.

"The MP-217 forms, on which train crews report any mechanical defects they have noticed, are going to get closer attention and prompter action than ever before.

"In summary, our intention is to provide equipment that all of us can be proud of and our customers will be happy to ride in."

John B. Dorrance, Jr., general manager of passenger sales, pointed out that despite the decline in passenger travel, the PRR in 1962 still handled an impressive volume—45 million passengers, including 19 million on commutation tickets.

"Passenger business is still big business," Mr. Dorrance said. "It warrants all the attention and promotion we can give it."

Upholsterer Fred "Cy" Singer sews on a facing to bottom of a window shade.
On the ‘New Look’ Pennsy:

Beauty Shop
For Boxcars

Like chubby ladies coming to the beauty salon, Pennsylvania Railroad boxcars are keeping appointments for “facials” at Enola, Pa.

In a newly installed facility, the cars are getting a clean-up, fix-up treatment enabling them to go out and win admiring glances from shippers.

There’s nothing frivolous about this, of course.

“The shipper wants clean cars so his shipments won’t get contaminated, and he doesn’t want any protruding nails to rip his packages,” says Car Repairman Helper James H. Crane. “And he has a right to that. When you go shopping you go to a clean store. If you accidentally get into a dirty one, you don’t go back there a second time.”

The Railroad has always cleaned cars, of course; but the Enola setup marks an important advance. On the typical car-cleaning track, the men clean each car individually, walking down the line from one car to the next, lugging their equipment as they go. At Enola, the car does the moving.

The men are stationed at eight spots, each with a different function. A control panel operates a “rabbit,” a device that pulls the car from spot to spot, letting it pause approximately five minutes at each spot for the men to perform their tasks. Thus a completed car is scheduled to roll out of the shop every five minutes.

“This system gives us three benefits,” says Morris W. Zeigler, assistant car foreman: “The cleaning is done more effectively, the cost is less, and the car is returned to service sooner. This last point is especially important at a time when there’s practically always a load waiting for every serviceable boxcar.”

The trip down the 350-foot cleaning line begins with a check to see what the car needs in the way of cleaning and lining repair. Dunnage and lading bands are removed. Waste paper is dumped into a mulcher, which chews it up, and spews it out onto a conveyor belt that carries it to an incinerator. These processes happen at Spots 1 and 2.

At Spot 3, a king-size vacuum cleaner is put to work. “Mighty powerful—picks up loose nails and bolts as well as grain and dust,” says Assigned Laborer Thomas M. McAllister. “I understand that with this vacuum, we’re one of the few railroad cleaning places that can get debris out from behind the lining.”
T. M. McAllister runs giant vacuum cleaner that sucks up dirt, grain, and other debris.

At Spot 4, the inside is washed by a power sprayer with 90-pounds pressure, and the track has a tilt so the water runs out the boxcar doorway. Leo P. Balcerzak, who operates the sprayer, expresses particular appreciation of the work platform that stands beside the boxcars at doorway height. "I used to have to climb ladders to wash cars," he explains. "With this platform, you don't have to do any climbing. You're less tired at the end of the day."

At Spot 5, any needed car-lining boards are cut to size. "We have all the materials we need right at hand," comments Car Repairman Peter LaPietra. "Saves a lot of walking."

At Spots 6 and 7, the lining is nailed in place. At Spot 8, a car inspector fills out the Record of Inspection, which tells the grade of the car and the commodities it is suitable to carry. This information is attached to the Empty Car Card.

After that, the car rolls out of the shop and down a grade to the storage tracks, ready for assignment.

"This process-line system not only helps the Railroad by expanding available car supply but also is a boon to shippers who need boxcars and need them in a hurry," says Assistant Car Foreman Zeigler. "Receivers of freight can help us by doing a complete job of unloading—not leaving any lading or dunnage in the cars. That enables us to do our job faster and makes cars available that much sooner for their next loads."

Cleaned-up and commodity-classified, a boxcar moves out, ready to go to work.
The cry of “Get a horse!” greeted the Locomobile, Marmon, Moon and Stanley Steamer as they chugged down the road in the early days of the automobile. And it’s heard now when modern owners of these ancient cars go for a spin.

But that doesn’t faze antique auto enthusiasts, such as the PRR men pictured here. Their gasoline buggies may be only jalopies to some folks, but to the hobbyists these vintage vehicles are prized collector’s items.

Take Rodney R. Kiner, an M.-of-W. gang foreman in Columbus. This 40-year PRR veteran wouldn’t part with his 1913 Cartercar for all the world.

“He think I have an early Cadillac,” he says. “It happens to be one of GM’s first touring cars. I bought it in 1955 from another collector for $800, and have spent that much more in reconditioning the car.”

Mr. Kiner notes that the Cartercar was in running order when he bought it, but that he had to replace the top, upholstery and tires, plus repainting it and putting in a battery, bearings and radiator cores.

“It has only 32 1/2 horsepower, and I haven’t driven it more than 225 miles at a time,” he adds. “I show it at car rallies 8 or 10 times a year, and have won a couple of plaques.

“Now that I’ve bought a trailer, I can tow the Cartercar behind my ’58 Chevy and go to distant meets. And as usual, I’ll be taking my 11-year-old grandson. He always gets a kick out of hearing me honk the horn.”

Harold LeCrone, a retired Altoona machinist, is another antique auto fan. He’s the proud owner of a 1922 Stephens, a six-passenger sedan.

He bought it in San Francisco. He and his son drove there when they heard about the sedan via the “antiquer’s grapevine.” As he recalls, “It was just as described, a cream puff.”

The car was owned by a little old lady who had hardly ever used it. It had its original tires, and the mohair upholstery looked brand new, he says.

Still, the LeCrones found the Stephens needed some retouching after they had towed it back to Altoona. “We tore it down to the chassis, removed rust, restored some parts, and repainted others,” Mr. LeCrone says.

“A few parts, like speedometer gears, had to be replaced temporarily with non-Stephens parts—the real ones were unavailable. But we’re still looking for the real items.”

That’s why most hobbyists also col-
lect antique parts—they never know when they'll need them. The LeCrones, for instance, now have enough to build several Stephensens.

Two other Railroaders "grew" into the hobby when the cars they were driving turned 25 years old, the minimum age for an "antique." They are James K. Weber, an Altoona yard enginemman, and Frank X. Lay, a retired Philadelphia clerk.

Mr. Weber bought a 1938 Pontiac club coupe in 1957, and later had it repainted. Then he put $300 worth of parts into the car to make it more presentable at old-auto shows.

Mr. Lay bought a 1929 Packard convertible coupe in 1933 and still drives it up to 3,000 miles per year for exhibits, parades and Antique Automobile Club of America events. The car and Mr. Lay's 1929 duds, complete with cap and knickers, have won him numerous prizes.

Donald E. Blazier, a Pittsburgh Division freight brakeman, is restoring a 1928 Reo Flying Cloud coupe. He paid $350 for it and a "parts car," which he's cannibalizing for parts. He expects to invest some $2,000, plus 4,000 hours of labor, before he has finished the restoration job.

Another Pittsburgh Division trainman, Michael S. Anderchin, got mixed up in antique autos due to nostalgia for a Model A Ford roadster. "I used to own one when I was single, and my first date with my wife was in a Model A," he recalls. His present 1931 Model A has gone 69,000 miles but looks factory-fresh. Between shows and parades Mr. Anderson is busy polishing it. He keeps the canvas top looking new by covering it with a throw cloth.

John R. Schroll, assistant supervisor of track, Conway, owns four Model A's. Two are 1930 two-door sedans, one purchased for $20, the other, not in working order, for $5. The others are a 1929 coupe ($60) and a 1931 coupe ($110).

He bought the last one in 1960 and has driven it 1,000 miles per month since. "My college roommate had one," he recalls, "and it caught my fancy. I like the high torque motor, which is hard to stall. And with the big wheels you can drive over rough stretches that a modern car couldn't take."

Chuck Hazlett, a brakeman in Altoona, rebuilt and sold a 1928 Chevy sport coupe but still has the antique auto bug. "I'm looking for the same thing as everyone else," he says—"a Stutz Bearcat."
C&S men tend to be inventive sorts who love to tinker and try new ideas. Take Richard O. Wharton, a C&S inspector at Conway Yard, near Pittsburgh.

He and a now retired C&S supervisor, Fred Fines, came up with a device (above) to solve loss-of-shunt problems in track circuits at the big PRR yard.

As Mr. Wharton explains it, a track circuit formed by an electric current flowing through the rails is shunted or interrupted by a car or locomotive passing over a given portion of track. At Conway, this sends a signal to the retarder tower, preventing any switch being moved under a car, and also telling the length of a cut of cars.

These Conway circuits are so sensitive that rain, soaking the ballast, could create a path for the electric current to streak across the rails, thus making the control board “think” a car is on the track when there is no car. And dirt on rails could block the current and make the control board “think” there is no car when there is.

The device invented by Mr. Wharton and Mr. Fines automatically adjusts the sensitivity of the track circuit up or down to compensate for lowered resistance due to rain or added resistance due to grime.

Another invention by C&S men at Conway is a top-of-rail oiler, devised by Donald M. Geist, supervisor; James R. Braun, maintainer; and Andrew B. Swartzwelder, engineer, “to help straggling cars roll home.”

The top-of-rail oiler consists of oil tanks, underground lines, valves and manifolds, attached to a self-guarding frog, for oiling the rail.

A slow-rolling car could delay humping operations by stalling. Flange oilers were tried on the tracks involved but didn’t work. Now oil between wheel and rail top keeps cars rolling.

Oil flow is controlled by the presence of a car on the track circuit in the retarder. The position of a group switch beyond the retarder selects the particular oiler to be activated. As a car passes, the valve releases oil to the manifold, then to the flat surface of the frog upon which the wheel travels. And the car keeps rolling.
PRR moves forward with REVISED ORGANIZATION

A basic change in the organization of the PRR went into effect on March 1, as part of the wide-ranging effort to make the Railroad's operations more efficient and improve service to the public.

The nine Regions were consolidated into three Regions. At the same time, each Region was divided into four Divisions—a total of 12.

The effect was to streamline the Regional organization at the top while strengthening the supervision at the “division” level.

“The reduction in the number of Regions will permit improved communications and coordination between Regions and System departments,” explained PRR President Allen J. Greenough at a meeting with general chairmen representing employees on the PRR. “The change will reduce inter-regional operating problems, improve general efficiency and reduce administrative costs.”

At the same time, he said, the fact that the new divisions will be somewhat smaller than the previous Regions will permit closer on-the-ground direction of operations, with more adaptability to local traffic patterns.

In his talk to the general chairmen, Mr. Greenough reviewed the previous organizational patterns of the PRR.

In the early 1920’s, the Railroad was organized into four Regions and 40 Divisions, which in subsequent years were consolidated into three Regions and 19 Divisions. There was strong centralized control at the System level, a nominal degree of administrative control at the Regional level, and basic responsibility for all principal functions at the Division level.

Changes in traffic and operations led the Company to take a new look at this setup, and in 1955, following a year-long study, a nine-Region plan was put in effect to replace the previous Regions and Divisions. The purpose was decentralization. Most management functions were put under Regional control—as if dividing a large railroad into nine smaller railroads—while still retaining control of policy at the System level.

The experience since 1955 has proved the soundness of this idea, Mr. Greenough said. But in the past eight years, there have been further changes in railroading. In 1955, for example, there were still many steam locomotives in active service. They have all been replaced by diesels. Maintenance of Way operations have become largely mechanized. Utilization and maintenance of diesel power has become more effective. Major improvements in communications have knit the Railroad more tightly together, providing means for closer direction over increasingly larger areas. There have also been changes in freight traffic. Iron ore, which formerly moved predominantly eastward from the Lakes, now moves in heavy volume westward from the Atlantic. TrucTrain traffic has rapidly grown, adding to the number of through trains, while less-than-carload traffic has become almost entirely eliminated.

All these changes, Mr. Greenough said, have lessened the need for the relatively small Regions established in 1955 and have made possible a more effective operation based on larger administrative territories.

In the new setup that went into effect this month, the railroad is divided in Eastern, Central and Western Regions. In each Region a General Manager has over-all responsibility and authority.

George C. Vaughan has been named General Manager, Eastern Region, with headquarters at Philadelphia. George M. Smith holds the same post in the Central Region, with headquarters at Pittsburgh. Herbert M. Phillips is Vice President and General Manager, Western Region, with headquarters at Chicago. Morton S. Smith, who formerly headed the Pittsburgh Region, becomes Vice President (Pittsburgh).

In each Region, the General Manager is aided by an Assistant General Manager. A General Superintendent on the Regional Manager's staff coordinates all transportation operations. The Engineer, Maintenance of Way and Structures, has charge of all M.-of-W. functions. The Regional Mechanical Officer has charge of maintenance of equipment. The Regional Sales Manager on the General Manager's staff will direct both freight and passenger sales activities; a General Passenger Agent will assist him in the latter function. The General Manager's staff also includes a Superintendent of Personnel, a Comptroller to handle accounting, an Industrial Engineer to formulate operating improvements, and a Chief of Police.

Each of the 12 Divisions is headed by a Superintendent, and there are officers assigned to supervise transportation, maintenance of way, maintenance of equipment and other functions.

Certain functions will be handled on a System basis: Medical, Industrial Development, Real Estate, Material Management, Public Relations, and Claims.

See the chart on the next page for the organization of a typical Region and Division.
The following railroad union officers attended a briefing on the new PRR organization by President Greenough:

Locomotive Engineers—W. B. Apeldorn, J. J. Cox
Locomotive Firemen & Enginemen—W. E. Turk, M. H. Nelson
Railroad Trainmen—C. E. Wible, J. F. McNeel
Maintenance of Way Employes—J. J. Pittman
Railway & Steamship Clerks—S. V. W. Loehr
Railroad Telegraphers—H. R. Frankenfield
Railroad Signalmen—R. B. Park
System Federation No. 152—Machinists, W. J. Staudenmaier, D. W. Shriner, H. E. White; Sheet Metal Workers, R. E. Gipprich; Blacksmiths, W. B. Mochrie
Transport Workers—E. V. Attreed
Railroad Yardmasters—A. T. Otto, Jr., Vic O'Donnell
Police Officers—F. J. Buck
Railroad Shop Crafts Supervisors—Boyd Snyder
Station Masters—R. J. Hunter
Transport Service Employes (Red Caps)—C. L. A. David
Masters, Mates & Pilots—O. A. Akerman, Paul Bea
Longshoremen—D. A. Murphy, Thomas Mahoney
Tugboat Cooks, Norfolk—Dudley Washington
Train Dispatchers—R. J. Lacey

General chairmen came from all over System for the meeting.
OFFICERS APPOINTED
For the 3 Regions and 12 Divisions

EASTERN REGION

General Manager: George C. Vaughan
Assistant General Manager: Harold P. Morgan
General Superintendent: John H. Burdakin
Regional Sales Manager: William S. Merrick
Regional Mechanical Officer: Albert R. Marsh
Engineer, Maintenance of Way and Structures: Charles F. Parvin
Regional Comptroller: Clement Comly III
Superintendent, Personnel: Harold W. Manning
Regional Industrial Engineer: Harry E. Bennett
Chief of Police: Frank J. Holslag

New York Division
Superintendent: Walter L. Butz
Master Mechanic: John F. Swafford
Master Mechanic: Edmund L. Price
Division Engineer: William M. McCracken
District Engineer: Joseph J. Boffa

Philadelphia Division
Superintendent: William G. Dorwart
Master Mechanic: Herbert S. Miller
Division Engineer: Edward E. Zacharias

Chesapeake Division
Superintendent: John M. McGuigan
Master Mechanic: John W. Jackson
Division Engineer: Winfield B. Knight
District Engineer: Paul J. Harnish

Harrisburg Division
Superintendent: Frank S. King
Master Mechanic: John K. Sherwood
Division Engineer: Max K. Clark

CENTRAL REGION

General Manager: George M. Smith
Assistant General Manager: Albert M. Schofield
General Superintendent: James A. Foshee
Regional Sales Manager: Henry G. Allyn, Jr.
Regional Mechanical Officer: Carl A. Korn, Jr.
Engineer, Maintenance of Way and Structures: Albert S. Barr
Regional Comptroller: Leo P. McLaughlin
Superintendent, Personnel: James V. O'Hara
Regional Industrial Engineer: Robert L. Stevens
Chief of Police: Estell M. Weddle

 Allegheny Division
Superintendent: William D. Murphy
Master Mechanic: Donald W. Grimm
Division Engineer: Thomas C. Netherton

Pittsburgh Division
Superintendent: James L. Forrester
Master Mechanic: William L. Thigpen
Master Mechanic: Paul F. Hoerath
Division Engineer: Everett M. Hodges
District Engineer: Norman Olsen

Lake Division
Superintendent: Robert E. Sullivan
Master Mechanic: Frank K. Nielsen
Division Engineer: Lynn A. Pelton
District Engineer: Edward Wolfe, Jr.

Northern Division
Superintendent: Eugene R. Adams
Master Mechanic: Thomas J. Sheridan
Division Engineer: James M. Rankin
District Engineer: William R. Garner

WESTERN REGION

Vice President and General Manager: Herbert M. Phillips
Assistant General Manager: Harold H. Vaughn
General Superintendent: John C. Sperry
Regional Sales Manager: George A. Shaffer
Regional Mechanical Officer: Carl A. Korn, Jr.
Engineer, Maintenance of Way and Structures: Albert S. Barr
Regional Comptroller: Leo P. McLaughlin
Superintendent, Personnel: James V. O'Hara
Regional Industrial Engineer: Robert L. Stevens
Chief of Police: Estell M. Weddle

Buckeye Division
Superintendent: Albert L. Hunt
Master Mechanic: James E. Stuart
Division Engineer: William Glavin
District Engineer: Emerson M. Bissinger

Chicago Division
Superintendent: Charles R. McKenna
Master Mechanic: Edward L. Velte
Division Engineer: Robert H. Smith

Fort Wayne Division
Superintendent: Paul F. Schwartz
Master Mechanic: Paul I. Harclerode
Division Engineer: Merritt B. Miller

Southwestern Division
Superintendent: William C. Wieters
Master Mechanic: Wilford H. Long
Division Engineer: LeRoy S. Stroahl

On the next page:
NEW MAP OF PRR DIVISIONS
By carefully lifting the two staples on the next page, you can remove the map and keep it for ready reference.
The 12 Divisions of the Pennsylvania Railroad
EFFECTIVE MARCH 1, 1964
Earl Moore, a hefty machinist at the PRR's shops in Renovo, Pa., is an old hand with "Big Bertha." Not the famous cannon but the Brownhoist machine for cleaning track ballast.

The PRR has four of these giant devices. Like other Maintenance of Way equipment, they undergo heavy repairs during the winter months so they'll be set for action in the spring M.W. campaign.

"I've worked on the Berthas for 30-some years," says Mr. Moore, "and I'm proud of the way we Renovo men have kept these babies in the pink. We know how important they are to good track maintenance on the Railroad."

The Brownhoist enables PRR trackmen to do in minutes what formerly meant hours of drudgery by fork. Without a cleaning, ballast might clog with dirt, hold rain water and become soggy. Proper drainage is essential to sound ties and roadbed.

That's why Mr. Moore pays close attention to Brownhoist details like bushings, which facilitate the turning of the digger bucket on its axis. "If they're not ground properly," he notes, "the pin won't go in or there will be too much play in the buckets."

Each machine involves a system of diggers, paddles, conveyors and buckets. The four machines have a total of 272 buckets, for example. The shopmen repair 300 so that each machine will have spares.

"I've worked on the Berthas each winter for 26 years," says Boilermaker Matthew J. McGill, "the last three on conveyors. By keeping the machines in good repair, we make sure they're ready when the trackmen need them."

Welder J. G. Heggeland says, "We put heavy wire on the welds so they'll last. They take a terrific beating."

And Machine Operator William R. Keagan sums up: "We take pride in our work. We know that if a part broke down it could tie up the whole machine. It has to be done right."

Machinist Earl Moore grinds a bucket bushing so 1¼-inch pin will fit snugly.

Welder James G. Heggeland builds up teeth on "digger bulls" for Brownhoist.
S-Cars Speed
PRR Supplies

Boxcars wearing a big yellow S are part of the “New Look” on the PRR. These “S-cars” are assigned to distribution of the tens of thousands of items, from journal pads to coupler pins, needed by the Railroad for day-to-day operations.

In speeding the delivery of such items to Railroad consuming points these PRR cars help Railroaders to avoid over-ordering and to keep inventories down—all part of the “New Look” goal.

A fleet of 165 S-cars is now assigned to the Material Management Department (formerly the Stores Department). They are scheduled to make 100 runs weekly from 26 distribution points, through which PRR supplies and materials flow.

“It is essential that these S-cars move on schedule and only on SK-35 shipping papers,” states Edward J. Gentsch, manager of materials. “All of these cars are run on a tight schedule, and so all concerned should unload, reload and speed each car on its way. With the cooperation of everyone, we can assure a smooth flow of supplies and materials where and when needed by PRR maintenance people to keep equipment and facilities in top condition.”

In Philadelphia, Material Distributor D. W. Campman traces moves of S-cars.
Conductor Wally Ashley, a husky, steel-gray veteran of PRR freight service, peered intently from the cupola of his cabin tailing the 95-car train in the scene above.

It was a grain train. Streaking past the mountains near Oil City, Pa., by the ice-choked Allegheny, it was bound for Buffalo with 185,000 bushels of wheat from the Midwest.

"I'd like to see this business doubled," said Conductor Ashley. "We sure can use it—and these new grain trains give us a chance to show shippers what the Railroad can do."

What makes these grain trains significant is they're the newest version of the unit train, one of the hottest developments in railroading today. Previously, the unit train idea had been applied only to coal and gravel. Now, for the first time, it is being put to work in moving a bulk food product.

Unit trains for grain were introduced jointly by the PRR and Soo Line early this year with solid-train wheat runs from Duluth, Minn., to Buffalo for International Milling Company, Inc. Formerly the wheat was stored in Duluth during winter, then moved by ship in spring when iced-in Great Lakes ports had thawed out.

This year the company arranged to ship 3 million bushels by rail, for conversion into flour, instead of waiting for the spring thaw, thanks to an economical rate made possible by the unit train. Already the new service has caught the attention of many grain people and Railroaders alike.

On a recent run, Car Inspector John S. Buber was waiting as a Soo crew...
Flagman D. A. Schulthess fastens marker to cabin before train leaves Chicago.

Car Inspector J. S. Buber checks grain cars at PRR's 59th Street Yard, Chicago.

brought 95 carloads to the PRR's 59th Street Yard in Chicago.

Noting a pink card on each car door, reading, *This Car in Soo Line-PRR Unit Grain Train Service*, he gave the cars a careful check. Seals were intact, journals and couplers okay, he found, chalking his pool mark on each car and going promptly to the next. Mr. Buber knew that this train was hot, that every minute counted.

The same air of urgency was felt by the train crew. Once the cars had been checked out and a yellow-domed cabin car hooked to the rear of the train, En- gineeman James Gall, Jr., backed three diesels onto the head end.

Then he backed his train out of the yard and eased it onto the PRR main. Brakeman Roy V. Ridenour dropped off to call E. C. Tower for an okay to proceed. With a go-ahead, and the sun setting behind him, Engineman Gall gunned his grain special eastward.

Soon the cold blue of Lake Michigan loomed to the left. At Valparaiso, houselights winked on through the dusk, and just west of Wanatah, a hot-box detector noted all was well, and a signal ahead showed “clear.”

“With a train this long,” said Engineman Gall, his pipe clenched in his teeth, “you need to be extra careful and think two moves ahead. My job is to move cars on time and intact.”

At Fort Wayne, where Engineman R. C. Todd took the throttle; at Con- way, where Engineman Blair Malone boarded, and all along the route, Rail- roaders kept the train booming toward Buffalo.

These new unit train runs are made without intermediate switching, ex- cept at the Chicago interchange. Each

Car Inspector Paul J. Bosco radios for air test of cars at 59th Street Yard.

train moves without cars being weighed or opened for inspection, and on one waybill from one shipper instead of a waybill for each car.

Shuttling from producing center to consuming point on regular schedules, the cars are quickly loaded and un- loaded. This permits fast turnarounds and thus maximum use of equipment.

As an International Milling Company official notes, unit trains allow his firm “to buy year round at more competitive rates, rather than having to pay premium grain prices in the heavy buying season.”

Engineman James Gall, Jr., opens throttle as he heads train toward the East.

Cars arrive at International Milling in Buffalo for unloading and return run.

While ice keeps lake shipping idle, unit train delivers 185,000 bushels of wheat.
The retired PRR men above volunteered their services to the Altoona Chamber of Commerce to rehabilitate and restore the 1916 "Mae West" cab-in car for display on the Horseshoe Curve.

The men, all Pittsburgh Division veterans, and their former job titles are: J. T. Ammerman, car inspector; H. B. Graffius, car inspector; C. W. Harnden, Altoona Eastbound car foreman; and A. E. Ammerman, gang foreman. Not present at time of photo: C. A. McCartney, car inspector.

They located missing parts for the old car, repaired the wooden structure, painted it and installed original equipment.

According to an old English essay, the moment a man takes to a pipe he becomes a philosopher. If that is so, then Passenger Conductor Hugh Higgins of Logansport, Ind., certainly qualifies. He has more than 200 pipes.

Mr. Higgins and his pipe collection formed the subject of a feature story recently in the Pharos-Tribune and Press in Logansport. It pointed out that the PRR man has been accumulating pipes over an 18-year period. One of Mr. Higgins' prized items: a hookah, or water pipe, popular among Turkish smokers.

Inspecting a diesel switcher in the scene above are members of Boy Scout Troop 307, Fort Wayne, Ind., with Assistant Scoutmaster Robert L. Hope.

The Scouts' visit to the Fort Wayne Enginehouse was one of several tours of PRR facilities arranged by Mr. Hope, who is an electrician with the Railroad in Fort Wayne when he's not busy with Scouting.

"I get as much fun out of Scouting as the boys do," says Mr. Hope. He helps them prepare for merit badges in topics as varied as camping, first aid, photography and electricity, as well as railroading, in their weekly troop meetings.

Mr. Hope was the original Scoutmaster of Troop 307, but the press of other duties made it necessary for him to serve as assistant Scoutmaster instead.

A veteran of 18 years with the PRR, Mr. Hope says he always liked kids and Scouting but waited until he had his own family before taking up Scout work. His wife, Dolores, is all for it. And his son, Bob, Jr., is a member of Troop 307.

Safety is a subject that Mr. Hope stresses in talking with the boys about railroading. "There's no time like now when they're young to get them thinking in terms of safety first," he states.
In Babcock Yard, Buffalo, Mr. Faltz briefs Engineman Alvin W. Scheuerle before ‘shooting’ him for his slide show.

Camera Crusader

PRR Man’s Slide Film Fights Loss and Damage

It’s not a Hollywood spectacular, true, but the latest film by Francis J. Faltz is a hit just the same—in the PRR’s war on loss and damage.

Mr. Faltz, a tall, slender veteran of 25 years’ PRR service, is a safety supervisor working out of Buffalo. A bug on photography, he has become a camera crusader, first for railroad safety and now for prevention of loss and damage.

In his newest venture he is producer, director, writer and photographer for a 9½-minute slide film entitled, “Are You Part of the Problem or Part of the Answer?”

With a taped commentary, the show features PRR people and locations. It consists of 80 oversized slides shot by Mr. Faltz with a twin-lens reflex camera.

His film touches every facet of loss and damage prevention, from careful coupling to better blocking and bracing. “There are good tips in the film for all of us who handle freight,” says Charles G. McKenna, former assistant superintendent of transportation at Buffalo. “And it’s written and photographed in an interesting and novel style showing PRR people in the activities and territory they are familiar with.”

A previous film on safety by Mr. Faltz was so well received that it was natural that his camera talent should come to mind when Harry H. Bender, loss and damage prevention supervisor, was talking with Mr. McKenna about pepping up the war on loss and damage.

As noted by Eugene R. Adams, superintendent of the Northern Division, “We PRR people have been making progress in controlling freight damage, and we’re proud of that. But the film reminds us we still have a considerable way to go.”

It is Mr. Faltz’s hope that every Railroader who sees his show will catch some of the crusading spirit. For, as the taped commentary points out, “Business goes where it’s invited and stays where it’s well treated.”

He shoots a stove-in car to show what can happen if a car is not controlled. Yard Conductor W. M. Konarski holds paddle to illustrate a clear signal. Scene is set up with Yardmaster R. F. Barrett and Yard Conductor Konarski.
Five new depressed-center flatcars have been placed in service by the Pennsylvania, giving an added boost to the Railroad’s “New Look” in specialized service and equipment.

Known as F42a’s, these cast-steel, solid-frame, low-slung cars are ideally designed for carrying big and bulky high-wide loads like electrical generators and transformers.

The new cars were built at the PRR’s Samuel Rea Shop in Hollidaysburg, Pa., where the men who helped to build them take special pride in producing cars that precisely fit the requirements of the Railroad and shippers.

As Air Brake Repairman John F. Chilcote states, “These depressed-center cars are a good deal. They help bring the Railroad some important business.”

Stencil Cutter Anthony J. Santarsieri adds: “This is a really well-built car for the heavy stuff it’s designed for. It should help us get new business for loads that couldn’t be handled on ordinary cars.”

And this comment comes from Welding Inspector George M. Freas: “Anything the customer wants—that’s what we want to give him.”

Summing up, Welder Stanley Patronik makes this point: “I’m looking for a lot more freight riding the PRR with special-purpose cars like these F42a’s. We’re out to show the shipper how much we want to serve him. And the men at Samuel Rea Shop are helping do this by producing special equipment like cushioned box cars, ore jennies and these new depressed-center cars.”

MORE DEPRESSED-CENTER FLATCARS

Shopmen work on a 100,000-lb. capacity depressed-center car at Samuel Rea Shop.

Step is welded onto new roller-bearing F42a flatcar by Welder Stanley Patronik.

During construction, Car Repairman John G. Whitfield slides a coupler in place.

Car Inspector A. M. Traini measures a 15-ft., 10-in. circuit breaker on F42a at General Electric plant, Philadelphia. The 18,320-lb. unit is going to New Mexico.

A. J. Santarsieri stencils “G” on bearing cover, so grease, not oil, will be used.
...best foot forward

On a recent sports outing with other Philadelphia newsboys, 12½ year old Michael Bergmaier became separated from his group when they departed after the game. Fortunately, he made his way to the PRR's North Philadelphia station where Patrolman Micajh Pitts took him under his wing. Patrolman Pitts contacted the lad's home and put him aboard a train for Bristol where his folks met him. Michael's father, Joseph P. Bergmaier, wrote "to commend PRR personnel for their warmheartedness and courtesy and particularly Patrolman Pitts for his action."

A letter to Ralph Pruitt, trainmaster at Grand Rapids from G. H. Bollman, general traffic department, General Motors Corp., speaks for itself: "Just a note of thanks and appreciation for an outstanding job in the hauling of our special charter train from Detroit to our Grand Rapids No. 2 Plant and return. This was quite an achievement and something entirely new for our Craftsman's Guild guests and officials in the actual spotting of our passenger train directly into our Grand Rapids plant. We realize this took careful planning and maneuvering on the part of PRR crews and staff to accomplish this feat over the curvature involved."

J. H. Nanney, Jr., lead clerk to Trainmaster D. A. Fink at Rose Lake Yard Office, East St. Louis, received this note from A. G. Story, traffic manager, Combustion Engineering, Windsor, Conn.: "We wish to thank you and the other men of the Rose Lake Yard for the prompt and intelligent manner in which they handled our unyielding problem with this car and its over-dimension lading. Your initiative and CAN-DO attitude helped us to realize that the PRR is a real service organization and one with whom we hope to continue doing business for a long period of time."

On a trip from Marshall, Tex., Mrs. John Meckley was unaware that her sister's husband had died and that her sister needed her desperately in Marshall. But word was phoned to Herschel R. Pine, ticket clerk at Terre Haute, Ind., who paged Mrs. Meckley on Train No. 4, advising her of the death in the family. He helped her off, arranged transportation for her on Train No. 3, so she could make the return trip to Texas. For this Mr. Pine was highly praised in a letter from Mrs. Lee Dunn, the friend who had Mrs. Meckley traced.

A letter from E. J. Kauth, traffic assistant, Westinghouse Electric Corp., Columbus, Ohio, cites the aid furnished by Byron F. Smith, trainmaster, Grogan-Grandview; Everett Barton, assistant supervisor of train movement; and John T. Elech, trace clerk, district sales office.

"In the last five weeks we have had 14 cars that had to have personal attention in Columbus, due to delays in transit. Cars were arriving here in town with little time to be relayed to our plant. With the help of Mr. Elech in carload tracing we were able to keep in touch with their movements. In all cases we would contact Mr. Smith and advise him of our down times and the latest car moves and he has done a fantastic job in getting those cars to our plant and avoided shutting down any assembly lines. When Mr. Smith was out, Mr. Barton and his staff have met all deadlines."

In a note to William R. Creighton, PRR's chief of police in Cleveland, Robert B. Johnson, curator of the Henry Ford Museum's exhibit car, "Main Street U.S.A.," commends the very excellent help and cooperation which PRR Lieutenant G. P. Burgy and his staff gave during the showing of the car in Youngstown. Each of the men who had an assignment, Sgt. Wilbur C. Fowler and Sgt. Clarence F. Kasmere, did an outstanding job of handling all the details of the assignment, doing them in such a way that they contributed greatly to the public relations of both the exhibition and the PRR.

"I am usually too busy to write letters of commendation for courtesies or letters of complaints for rudeness," writes Jacob B. Elkins, a New York certified public accountant. "However, I am indeed happy to write this letter. When I recently telephoned the New York Pennsylvania Station from my office for a reservation on The Pittsburgher to Altoona, I was most pleasantly surprised to receive the most courteous attention I have received in 35 years of travel. The young lady whose name I later requested is Miss Miriam Cutler. She took considerable trouble to assure me of a good space on that train, offered alternatives if I found such more agreeable and generally made me feel indebted for good treatment."

...Business Grows Where Courtesy Shows
‘If I Had Not Worn Goggles...’

Mike Gregovich, assistant track foreman, Johnstown, Pa.: “I was using a pick to loosen frozen ballast. Some of it hit my goggles so hard that the blow caused a small cut under my right eye from the rim of the goggles. “But my eye was saved. Without the protection of my goggles, I would have lost my eye.”

“If I had not worn goggles...”

For thousands of workers in American industry each year these words might well conclude with, “I would have lost an eye.”

Goggles are a major item of PRR safety equipment. The Railroad was a leader in introducing such eye protection and conducts periodic tests of various types of goggles.

PRR safety rules prescribe goggles in numerous jobs. Among them: using or handling acid in an open container; sanding locomotives; using a pick to loosen frozen ballast; and using or dressing grinding wheels.

In some shops, due to the varied nature of the work, all employees must wear goggles at all times—even visitors must wear them.

“Check up on yourself—make sure you use goggles in these and other situations listed in the Safety Rule books,” says Joseph A. Bonelli, manager of safety.

George E. Cannon, car repairman, Philadelphia, escaped eye injury, thanks to his goggles, while performing work similar to that above where he’s knocking out rivets from a hopper car. As he comments: “I always wear my goggles in this work. I’m glad I do—that’s what saved my eye.”
In 1963, for the seventh straight year, PRR people improved their safety performance, achieving the best record in 24 years, reports Joseph A. Bonelli, manager of safety.

"The 4 percent improvement in 1963 brought our rate down to 8.62 injuries per million man-hours of work, which was the lowest rate since 1939," Mr. Bonelli points out.

"Our accelerated program of on-the-job training and safety education is paying off steadily with an advance that since 1956 has totaled 55 percent," he adds. "This is a particular tribute to our safety-minded employees since the Interstate Commerce Commission requires us to include types of work formerly not counted."

System-wide, the greatest progress was recorded by the Southwestern Region, with an improvement of more than 44 percent over 1962. That Region also achieved the best 1963 safety record among the nine Regions and two System departments that were rated before the revised PRR organization.

The PRR's annual safety contest is sponsored by President Allen J. Greenough. Certificates are awarded to the winning units.

Here is how the nine Regions, the Heavy Repair Shops and the Dining Car Department compared in injury rates per million man-hours of work:

<table>
<thead>
<tr>
<th>Region</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwestern</td>
<td>5.15</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>6.34</td>
</tr>
<tr>
<td>Northern</td>
<td>6.43</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>7.38</td>
</tr>
<tr>
<td>Buckeye</td>
<td>8.65</td>
</tr>
<tr>
<td>Pittsburgh</td>
<td>8.80</td>
</tr>
<tr>
<td>Heavy Repair Shops</td>
<td>9.10</td>
</tr>
<tr>
<td>Lake</td>
<td>10.16</td>
</tr>
<tr>
<td>New York</td>
<td>12.30</td>
</tr>
<tr>
<td>Northwestern</td>
<td>12.60</td>
</tr>
<tr>
<td>Dining Car Department</td>
<td>31.80</td>
</tr>
</tbody>
</table>

System average: 8.62

Five of these eleven units achieved an improvement over their 1962 records. The percentages of improvement were:

<table>
<thead>
<tr>
<th>Department</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwestern</td>
<td>44.6% better</td>
</tr>
<tr>
<td>Dining Car</td>
<td>31.9% better</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>26.9% better</td>
</tr>
<tr>
<td>Northern</td>
<td>20.3% better</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>12.9% better</td>
</tr>
</tbody>
</table>

The accident figures were computed on a basis of man-hours. For purposes of comparison, the Regions were placed in two groups, the "A" group consisting of the three larger Regions and the "B" group of the remaining six.

The Philadelphia Region had the best record among the "A" group in maintenance-of-way and maintenance-of-equipment safety. In the "B" group, the Northern Region led in maintenance-of-way and Buckeye Region in maintenance-of-equipment standings.

The Pittsburgh Region made the best showing in the station department for the "A" group, while the Buckeye Region topped the "B" group.

In train and engine service safety, the Philadelphia Region ranked first in the "A" group in terms of both man-hours and yard-engine miles. The Southwestern Region was best in the "B" group.

A significant safety event of the past year was the presentation of the PRR of the Public Safety Activities Award by the National Safety Council. The Railroad was honored for conducting an outstanding safety program during 1962 for the education of employees and the general public in sound safety practices.

Also during 1963 the Pennsylvania-Reading Seashore Lines received a Railroad Employes National Award from the National Safety Council.

"As fine as our safety record was in '63," Mr. Bonelli declares, "there's no room for resting on laurels. So long as one employee gets hurt, we can't be satisfied. Our aim is to encourage even greater safety-mindedness among all PRR people.

"The time to stop an accident is before it starts. And the way to stop it from happening is for each of us to think safety, not only for ourselves but also for the fellow we're working with. Let's help him with a word of caution if we notice him doing anything that's unsafe. If we all do our part, '64 can be our safest year yet."
Jan. 1—Chairman Saunders starts the New Year off on an optimistic note. Says the position of the railroads will be much improved if Congress passes new laws giving them more freedom to make competitive rates. Also calls attention to how the railroads are helping themselves by such measures as unit train, increased development of piggyback and container movements, specialized freight cars, and improved speed and efficiency by means of new operating methods and devices.

Jan. 2—Prudential Lines, operating vessels between U.S. and Mediterranean ports, will begin using PRR’s Pier 1 in Baltimore. E. D. Zeigler, PRR foreign freight traffic manager, says the 2- and 3-day deliveries provided by PRR from Buffalo, Pittsburgh, Cleveland, Chicago and other industrial centers direct to the pier will make possible closer steamer connections. The pier can accommodate four vessels at a time.

Jan. 6—W. Willard Wirtz, U.S. Secretary of Labor, re-enters negotiations between railroads and operating unions on the work rules.

Jan. 10—Modern Railroads magazine, after polling cross-section of its readers, reports: “By wide margins, railroad men rank Pennsy’s Stuart T. Saunders, Southern’s D. W. Brosnan, and North Western’s Ben W. Heine- 

Jan. 13—PRR and New York Central announce program of close cooperation in the interests of improved service to the public. Will coordinate design of locomotives, freight cars, and track material; and will make joint use of locomotives, fuel tanks, and testing and research facilities.

Jan. 20—Newspaper Columnist Bob Considine writes column saying nice words about travel on the Pennsy. For airline addicts, Mr. Considine describes the roominess, comfort, ground-level view of the scenery and the pleasures of relaxation in the dining car. All in all, he says, the railroad is a “thrilling new way to get from one place to another.”

Jan. 21—Pennsylvania Railroad Company announces $9 million earnings for 1963, reversing the $31/4 million loss of the previous year.

Jan. 21—President Lyndon B. Johnson urges Congress to pass transportation laws recommended by the late President Kennedy. These include proposals giving all carriers the right to carry bulk commodities and farm products free of regulation—a right now possessed by some carriers, but not railroads; and a proposal for Federal aid for mass passenger transportation in big-city areas. President Johnson also states that carriers enjoying the benefits of Government-financed facilities “should bear a greater share of the costs.” For airlines, he recommends a 5 percent tax on air freight, a 2 cents-a-gallon tax on jet fuel, and an increase from 2 cents to 3 cents per gallon on other fuels. For waterways he recommends 2-tents-a-gallon tax on fuel.

Jan. 22—President Johnson’s proposal to tax users of waterways brings a strong protest from an industry that now pays nothing for its right of way. Barge-line spokesmen note with approval the Government’s plan to spend a record $384 million on waterways, but declare that any user charge would “reduce the efficiency of water carrier operations.” (On the railroads, about 20 cents of every dollar of receipts is spent for the right of way—construction, maintenance and taxes.)

Feb. 1—Cut-rate excursion tickets for weekend travel on the New York-Washington line become available today—five weeks earlier than last season. Saving on a round trip between New York and Washington is $7.10.

Feb. 7—Commonwealth of Pennsylvania changes its stand on the PRR-NYC merger and announces its approval, dependent on a number of conditions involving service, other railroads, and employees (a job re-
On The Way Up

Personnel Changes Prior to Revised Organization of March 1

SYSTEM
Financial Department
Accounting Division
Diamond, W. C. Accounting Policy Specialist
Gallagher, W. J. Special Agent-Legal
Pinson, J. E. Contract Specialist
Porreca, A. M. Methods Technician
Reape, M. J. Supervisor Information Processing
Schall, T. S. Traveling Auditor
Sterrett, J. W. Ticket Receiver
Woolf, E. L. Computer

Sales Department
Corkle, G. P. Office Manager, Minneapolis
DeHaven, J. A. Sales Representative-Special Duty, Phila.
Hess, D. N. Sales Representative, New Haven
Lenahan, M. T. Jr.
Asst. Manager, Express and Milk Traffic
Pacella, M. L. Office Manager, Office of Manager Foreign Traffic Sales, Pittsburgh
Pugh, C. E. Sales Representative, Milwaukee
Quigley, E. T. Supervisor Claims
Rowland, J. W. Ticket Receiver
Speckhals, T. C. Jr.
Manager Passenger Service
Townsend, C. L. Chief Clerk to Manager, Mail and Express Traffic

Purchases and Real Estate
Adkins, J. A. Supervisor Real Estate, Columbus
Barry, K. C. Real Estate Agent, Cleveland
Favinger, M. C. Office Manager, Office of General Manager, Real Estate, Phila.
Fox, J. E. Real Estate Agent, Columbus
Jordon, R. D. Manager Real Estate, Phila.
Nichols, C. Real Estate Agent, New York
Siems, V. B. Manager Real Estate, Phila.
Soltis, R. J. Supervisor Real Estate, Phila.
Weaver, W. C. Supervisor Real Estate, Columbus
Weichman, W. P. Supervisor Real Estate, Indianapolis
Wies, D. M. Real Estate Agent, Indianapolis

Public & Employee Relations Department
Lashley, W. A.
Asst. Vice President, Public Relations

Secretary

Brittingham, F. J.
Asst. Secretary
Powell, D. R.
Asst. to the Secretary

Industrial Engineering Department
Hallahan, M. J. Jr.
Industrial Engineer

General Manager Transportation
Marquis, J. K.
Supervisor of Movement
Reed, W.
Asst. Supervisor, Special Movement Bureau
Rhoades, H. R.
Asst. Supervisor Expediting
Schrumpf, E. F.
Supervisor, Special Movement Bureau
Tagler, J. M.
Supervisor Clearances

Chief Mechanical Officer
Draper, W. R.
Chief Clerk to Superintendent Equipment, Western Area, Chicago

NEW YORK REGION
Andreiuolo, F. F.
Asst. Car Foreman, N.Y.
Asst. Superintendent Transportation, N.Y.
Deeds, H. J.
Supervisor Track, Morrisville
DiGangi, P. A.
Asst. Superintendent Transportation, Movoement, N.Y.
Fiquet, T. A.
System Service Specialist, New York
Ingersoll, D. W.
Supervisor Real Estate, N.Y.
Hackenbruch, J. A.
Supervisor Operator, N.Y.
Hawk, R. M.
Public Relations Representative, N.Y.
Hayes, E. S.
Agent, New York
Huggins, R. G.
Industrial Engineer, N.Y.
Inverso, M. A.
Agent, South Amboy Coal Piers
Lehman, G. J.
Agent, Hightstown
Little, C. W.
Acting Asst. Examiner-Personnel, N.Y.
Olcott, L. B.
Lieutenant of Police, N.Y.
Reeves, F. W.
Supervisor TrucTrain Terminal, Kearny
Rees, W. S.
Acting Office Manager, Office of Superintendent Transportation, N.Y.
Sacco, T. R.

PHILADELPHIA REGION
Beadle, T. A.
Terminal Train Master, Phila.
Burns, J. F.
Asst. Car Foreman, Phila.
Call, C. T.

CHESAPEAKE REGION
Anson, C. B.
Asst. Train Master, Perryville
Howell, R. P.
Asst. District Engineer, Baltimore
McCallum, W. H.
Industrial Engineer, Baltimore
Pittenger, R. S.
Train Master, Edge Moor
Scheeler, R. E.
Manager Office, Office of Special Movement Bureau

SOUTHWESTERN REGION
Cummins, C. E.
Asst. Superintendent Transportation, Motive Power, Fort Wayne
Eannace, J. G.
Asst. Superintendent Transportation, Logansport
Heidenreich, H. G. Jr.
Junior Industrial Engineer, Chicago

NORTHERN REGION
Bell, G. C.
Supervisor Quality Control, Buffalo
Hutchinson, C. E.
Asst. Train Master—Special Duty Representative, Buffalo

PITTSBURGH REGION
Barber, T. K.
Asst. Train Master, Mingo Junction
Brite, H. E.
Train Master, Mingo Junction

BUCKEYE REGION
Eckles, R. T.
Asst. Train Master, Columbus
Muffley, E. R.
Sales Representative—Special Duty Representative, Columbus

NORTHERN REGION
Cummins, C. E.
Asst. Superintendent Transportation, Motive Power, Fort Wayne
Eannace, J. G.
Asst. Superintendent Transportation, Logansport
Heidenreich, H. G. Jr.
Junior Industrial Engineer, Chicago

SOUTHWESTERN REGION
McFeeley, T. R.
Junior Industrial Engineer, Indianapolis

SOUTHWESTERN REGION
Robbins, J. Jr.
Sales Representative—Supervisory Agent, Phila.
Sachrist, D. E.
Asst. Train Master, Enola
Summerfield, R. A.
Asst. District Sales Manager, Camden
Wagoner, J. E.
Train Master—Motive Power Foreman, Reading
Yorkes, D. R.
Train Master, Hagerstown
Exciting
...the
NEW YORK WORLD'S FAIR!

And you can tell your friends the easiest way to get there is by Pennsy

Every artery of transportation will soon feel the happy surge of travelers going to the Fair. But many of these people may not know that the train offers the safest, most comfortable way to get there.

And that's where You come in. In addition to pointing out the convenience of travel by Pennsylvania Railroad, you can tell your friends that when they arrive in Pennsylvania Station, New York, the Fair is only 12 minutes away—and there's a Long Island Rail Road train waiting right in the station to take them there. No better way to travel!