**THE CHALLENGE OF CHANGE**

Gene N. DeVecchis, a slim, dark haired, 26-year-old bachelor from Woodbury, N.J., joined the PRR in August, 1959, after a two-year hitch with the United States Marines. He became a PRR fireman. It seemed natural. His father, Victor J. DeVecchis, had started as a fireman, later became an engineman. So did Gene's uncle, Arthur.

"Railroading is a family affair with us," said young DeVecchis (shown above).

Then came the action of the special Arbitration Board set up by an Act of Congress approved by President Kennedy. In its decision (or award) issued on November 26, 1963, the Board in effect decreed that the railroads need no longer hire any new firemen for 90 per cent of the road freight and yard locomotives.

It specified, however, that the great majority of firemen then working were to stay on the payroll. Those with more than two and less than ten years' seniority who have worked regularly during the two years prior to the Award, have rights to work as firemen unless and until offered jobs of comparable nature, such as brakeman, clerk, block operator, etc. Such job change includes payment of moving expenses, if required, and a guarantee for 5 years that the yearly earnings will not be lower than the earnings as fireman during the preceding 12 months.

A fireman in this group had the option of taking an offered job or resigning with a lump sum payment equal to one-half his earnings during the 24 full calendar months prior to January 25, 1964.

Many of the firemen in the 2-to-10 year group chose to take the money and leave the Railroad. Others preferred to stay. Gene DeVecchis was one of the latter. "Railroading's sort of in my..."
blood," he said. "This job offer arrangement is fair."

He was assigned for instruction as a block operator. Within a short time, Gene DeVecchis was saying, "I think I'll like this work. There's opportunity in this department—I hope so, anyway. I'm certainly not averse to moving up."

The main challenge he is facing is change. It is the same challenge that faces the railroad industry. How ably the railroads—and men like Gene DeVecchis—meet this challenge will largely determine how successful the railroad industry will be in outpacing the competition and satisfying the public's demand for efficient and low-cost transportation.

Practically everybody agrees that the railroads must modernize and keep on modernizing. But to be told that one's own type of work is no longer needed is difficult to accept.

Leaders of the firemen's Brotherhood said the decision of the Arbitration Board was unjustified and unwise. Attorneys for their union and three other operating Brotherhoods appealed to the Federal courts to set aside the Arbitration Board's award, on the grounds that it did not comply with the law that established the Board; and further, that the law itself was unconstitutional. But the U. S. District Court, the Circuit Court and the Supreme Court all ruled against the Brotherhoods' argument, and sustained the action of the Arbitration Board.

The Board showed that it was deeply conscious of the personal problems involved. It provided comprehensive protection for the men affected by its decision. In addition to the provision for 2-to-10 year firemen, described above, the Board provided that:

- Firemen with more than 10 years' seniority, as of January 25, 1964, who worked regularly prior to that date are entitled to continue work on available engine assignments until they retire, are promoted to enginemen, or are otherwise removed from the list by natural attrition. This group includes the great majority of firemen.
- Firemen with less than 2 years' seniority—that is, those hired after January 25, 1962—may be separated from service with the payment of a lump sum ranging from 5 days to 3 months' pay, depending on length of service.
- Firemen hired before January 25, 1962, but who have not performed any service as engineer or fireman since that date, may be separated from service and are not entitled to a separation allowance. This group includes a very small number of firemen.

"Technological change has been a continuing fact in the railroad industry from its very beginnings," said John J. Maher, director of labor relations. "For example, railroads once were required to have a man on a horse precede every train passing through certain cities. The eventual elimination of that requirement eliminated need for that job."

"Change that produces greater efficiency and lower costs for the customer is essential in any industry—essential to its survival. The Arbitration Board recognized this—but at the same time provided the most generous protection in American industry to cushion the effect of change on the individual."

Some of the firemen who now are working in other types of PRR jobs are shown below and on the following two pages.

Robert C. Scott, of the Chesapeake Division, who started as a PRR fireman 4½ years ago, now is working as a yard brakeman at Wilmington, Del. His father, L. W., is a passenger con-
ductor; his brother, Howard, a freight brakeman. Robert, who is 24, married, and a Navy veteran, says he likes the new job—"but I like engine service better because it has more to do with machinery. I like running big machinery." He adds that he still thinks "firemen are needed on road jobs."

Harry J. Ulrich, of the Harrisburg Division, is now a brakeman at York, Pa. He says he thinks the elimination of firemen was "unfair—it puts too much responsibility on the engine man." But he adds: "I'm glad I could still get a job in railroading. I decided in 1952 to devote my life to railroading—I love anything connected with it. That's why I didn't want the severance pay."

Mr. Ulrich adds that when he was a fireman, he used to kid the brakemen about being outside in bad weather, telling them that his father always told him to come in out of the rain. The first day he worked as brakeman, it rained. A passing engineman told him with a grin, "My father always told me to come in out of the rain."

Anthony M. Bogush, Chesapeake Division, former fireman, now a brakeman, is shown explaining the new PRR form, CT-1041, to Conductor William "Pete" Hodgson, at Baltimore. Says Mr. Bogush about his new job: "I like it. I appreciate their giving it to me. I could have gotten $9300 (in severance pay) but I preferred the security of a steady job. This is better than starting out somewhere new. Anyway, railroading gets a hold on a man."

Mr. Bogush, 37, started as a PRR fireman in 1955 on the former Susquehanna Division. He now lives in Elsmere, Del., with wife Anne and six children. The eldest, Gregory, has begun to attend school at the Society of the Divine Word, Bordentown, N. J., aiming for the priesthood.

Mr. Bogush, who used to play sand-lot baseball, is a Phillies fan—"a real fanatic." He served as a gunner on a Navy bomber in World War II.

Richard D. Hahn, of the Harrisburg Division, a fireman since 1960, began duty as a brakeman at York, Pa., in June. "I like it fine," he says. "In a way it's better than firing—I get more exercise." But he still thinks the elimination of firemen "wasn't a good idea, because of safety."

Mr. Hahn, 23, and his wife, Lois, have three children. His main hobby is roller-skating. He used to teach it at Playland in York, and has won 25 medals in races.

Walter J. Howard, Jr., of the Chicago Division, had nine years' seniority as a fireman when he accepted a block operator's job at Beverly Junction, Chicago South Side.

"I was quite worried, and so was my wife, about the elimination and the loss of a job at my age," he says. "I was happy and grateful to be able to get another job on the Railroad. I didn't like the idea of losing my fireman's seniority, but I realize that you can't stop progress."
The Howards have three children, including a married daughter. Mr. Howard served 45 months in the Navy during World War II, on escort duty in the Caribbean and the Pacific. Main hobby: outdoor cooking.

John A. Marnic, of the Pittsburgh Division, had less than two years' service as a fireman, when his service was terminated under the terms of the Arbitration Board's award. But the Railroad rehired him when it was able to find a clerk's job for him at Conway Yard. "It's interesting work," he says. "I won't mind being inside." The photo shows him listing waybills of an inbound train.

Mr. Marnic, a bachelor, served with the Air Force in Montana and in Japan as a personnel specialist. He is an enthusiastic bowler and softball player.

Through night and extension courses he has accumulated 1½ years' college credits in business administration.

Richard C. Sayers, Philadelphia Division, who joined the PRR in 1956 as a fireman, is shown being introduced to switch and signal levers in Broad Tower, Suburban Station. The instructor is Leverman John A. Rickeart.

Mr. Sayers began training as a block operator in June. "It's a good job," he says, "though I liked outdoor work. I'm at the other end of the signal now."

He says that following an interview at the Personnel Department to explore his interests, he received a letter from the Company offering him the choice of separation from service with severance pay or the opportunity to work as a block operator. It didn't take him long to make his decision.

"To me it didn't seem like a good idea to take the lump sum and then go looking for a job somewhere else," he says. "I left the fireman's job one day and got the job here the next day."

Mr. Sayers lives in North Philadelphia with his wife, Norma, and three sons: Richard, Jr., 5; Robert 3, and Daniel, 2. He bowls an average 160. He often goes deep-sea fishing off Cape May, N. J., reads a lot of non-fiction. From 1954 to 1956, he served as a helicopter mechanic and crew chief with an Army headquarters company in Germany.

Patrick J. Brophy, Harrisburg Division, started work as a PRR fireman in 1956, and is now working as a brakeman at York, Pa. He calls it "a good job." He adds that "the fellows kid me about switching from one end of the train to the other. But I prefer railroading to anything else. That's why I took this job."

He and his wife, Rita, have four children. Mr. Brophy served with an anti-aircraft unit in Germany from 1952 to 1955. He spends his spare time at woodworking in his basement shop.

Joseph M. Pritchett, Pittsburgh Division, who came to the PRR in 1943 and became a fireman in 1957, has taken a job as brakeman in Conway Yard. "It gives me some exercise," he says. "I like it. I know the tracks here, so they didn't have to break me in on that part of the job. I think that saved the Company some money. I'm satisfied with this job. If the agreement is lived up to, I think it'll be fair."

Mr. Pritchett served with the United States Marines from 1943 to 1946, operating a machine gun in such hot spots as Tinian, Saipan and Okinawa. He and his wife, Ruth, have six children: Carolyn Jo, 15; Jimmy, 13; Tommy, 12; Dennis and Denise, twins, 11; and Kevin, 5 months.

William W. Fitzpatrick, Chicago Division, became a yard brakeman after nine years' service as a fireman. He believes firemen are still needed and declares that the elimination of firemen is "a move to destroy the unions." However, he adds, "I like my new job and I like the Company."

Mr. Fitzpatrick, a bachelor, spent 18 months in the Army. He believes strongly in physical culture, engages in sandlot baseball and gymnasium workouts.
'And Away We Go!'
The Great Gleason Rides Again

When Jackie Gleason got the show on the road, Engineman Walt Gurley, New York Division, was part of the act. He was at the throttle as Jackie and 96 guys and gals started on their merry way to Miami Beach aboard The Great Gleason Express.

The 12-car, air-conditioned train was chartered by the chubby comedian so he and his pals, plus assorted newsmen and technicians, could ride in style to Jackie's new spot in Florida where the Gleason TV show will originate this fall.

From the time the train was ordered, made up and checked out, PRR people, including car inspectors, electricians, brakemen and passenger sales representatives, were busy getting the Gleason express ready to roll. At Sunnyside Yard, for example, an intricate loudspeaker system was put in so Jackie could be heard on tape at each stop, saying: "How sweet it is! . . . And away we go!"

At Penn Station a kiltie band and an
Phil Napolean and his Dixieland Five get off some hot notes for Jackie as train heads south. Small fry is son of show member.

umbrella-topped hotdog stand were part of the trainside festivities Comedian Jack E. Leonard and Band Leader Guy Lombardo came to see him off.

On the train, festooned with Gleason banners and balloons, Jackie cavorted amid popping flashbulbs. Joining in the fun were such Gleason show people as Frank Fontaine, Sid Fields, Barbara Heller, the June Taylor dancers and the Glea Girls.

As the train highballed along, Jackie, sporting a red vest, roamed from car to car, chatted with reporters, listened to his Dixieland jazz band and hammed it up in general.

Two years ago he made a similar rail junket from the West. Asked why he likes trains, he said: "It's the best way to fly!"

At Florence, S. C., Gleason fans roused him to a drowsy doorway appearance in bathrobe and pajamas. At Miami Beach, a crowd of 5,000 were on hand to greet the Great One.

As one rider described the trip, "Getting there was half the fun!"

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3 Weeks on a Train

Want to see America best? Take a cruise—by rail. That's the advice of Four Winds Travel, Inc., of New York, sponsor of the novel Americana Rail Cruises from New York via PRR.

Chartered air-conditioned Pullman trains take the travelers across more than 10,000 miles of North America in a trip lasting 23 days. "Ports-of-call" are as varied as Washington, D. C., New Orleans, Mexico City, Hollywood, Denver and Chicago.

Attractions include the White House, the Alamo, Disneyland, Yosemite National Park, the Grand Canyon, the Air Force Academy, and the Gettysburg battlefield.

Four Winds spokesmen point out: "The entire train is reserved for you and your fellow tour members' exclusive use. No baggage packing problems. Knowledgeable tour escorts. Plush lounge cars and diners for parties, fun and a gay cruise atmosphere . . . Tour rates start at $1095 and include 10 nights in luxury hotels, most meals, sightseeing, banquets, entertainment . . ." Four Winds people contend "that train travel has been overlooked by the travel industry as a means of pleasure travel in the U.S." They started these novel tours in June, and will have completed four by the end of September. Typical comments from those who signed up:

"We've been waiting for a trip like this for years. My husband and I have already traveled around the world. But we have never seen very much of the U.S. except from 40,000 feet...

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Newspaper ad tells of novel rail tour.
C. A. "Bud" Cunningham is a husky, vigorous, gray-thatched (though more bald than thatched) conductor at Edge Moor Yard, Chesapeake Division. He has worked for the PRR 24 years, has been local chairman of Local 957, Brotherhood of Railway Trainmen, for 17 years. He has moved a lot of freight in his time. And he has developed some decided thoughts on the subject of safe handling and damage prevention. Some are presented on these pages.

He and his wife, Greta, have a grown son and daughter, plus the perfect arithmetic of three grandsons and three granddaughters. Mr. Cunningham reads a lot—historical novels, mostly. He plays golf, but says he is a "spray golfer—I can hit them but they don't always go where I want them to." His apartment in suburban Wilmington, Del., is within sight of the PRR yard. He can get to work in four minutes. He can get to the point of a discussion even faster than that.

"That little triangle means roller bearings. It means the car is going to run so much more freely that you'd better cut it off farther down the hump. Ordinary cars, with friction bearings, roll faster in summer than in winter, but roller bearings run the same the year round. I make a point of calling to the brakeman that a car is a load, an empty, or a roller bearing."

"We're always careful to tie down cars at an industry. If it's a covered hopper, it has to remain in line with the chute for proper loading or unloading. If it's a boxcar, industry people working in and out of it with a fork-lift might make the car move. So the brake has to be set tight. This means safety for the industry's people. The Du Pont plants use wheel chocks, but we still tie the car down. It's an extra margin of safety."
"In preventing loss and damage, the engineman’s alertness and reaction to signals is just as important as the conductor’s judgment. I can’t stress too much how vital it is to let the engineman know what you’re going to do. There’s no question that a good engineman, kept fully informed, makes the work easier and safer for the train crew. For example, when a trainman gives a Steady signal, the engineman knows he’s about to get a Stop signal, and he’s prepared for it. That’s teamwork."

"In conclusion:

"Damage in an open-top load is visible. If it’s our fault, you say, ‘Got to be more careful.’ But in a boxcar, damage is hidden, and you’re not reminded of it. Yet the boxcar can be carrying the most expensive merchandise—$50,000 worth, or more. It does no good to the consignee to get a load fast and find it’s banged up. My personal viewpoint is this: The less loss and damage, the more money the Company makes; the more it makes, the more chance I have of getting some of it in a wage raise. And finally, of course, there’s the simple matter of the satisfaction you get out of doing a good job."

"It’s important that the whole crew understands what you’re going to do before you start—the engineman as well as the trainmen. The more everybody understands, the more likely you are to get through without a hitch. We always go over the switch list the first thing in the morning. We check the conductor’s switch list against the brakemen’s cut list to make sure everything is in agreement. Then we start moving."

"There are many kinds of loads that need special watching. For example, creosoted poles. They’re slippery—the load can shift if you’re not careful. Covered hoppers loaded with ilmenite ore are very heavy—they’ll roll and roll. So you don’t give them much of a start. A conductor has to be using his judgment all the time, to make sure each car gets the right speed to make the coupling, but not too fast. We keep in mind that loaded cars roll faster and farther than empties, cars hot off the road roll faster than cars that have stood around and gotten cold; and so on."
Unique Assignment for a Railroader:

HE SUPERVISES

VATICAN EXHIBIT

Chris Kiernan, PRR baggage head clerk on leave, supervises Vatican Pavilion at the World's Fair. The chief attraction is Michelangelo's Pieta, shown at the right.

The Vatican Pavilion is the second most popular attraction at the New York World's Fair. This is a special source of satisfaction to PRR man Christopher Kiernan. He's the Pavilion's executive administrator.

Early this year, Mr. Kiernan was granted leave from his job as head clerk in the Mail and Baggage Department at Pennsylvania Station, New York, to accept this assignment.

The official count shows that 45 percent of Fair visitors tour the Pavilion's exhibit of art objects. Main attraction is Michelangelo's statue, the Pieta, which hadn't been moved from the Vatican in almost 500 years.

The daily average attendance is 73,000. The biggest day was July 15, when 131,000 people came. That, says Mr. Kiernan proudly, topped General Motors' exhibit, the Fair's top hit.

He adds that General Motors' President John F. Gordon commented jokingly to him, "I'm glad you're not selling autos."

Visitors include scores of celebrities, many of whom Mr. Kiernan has shown around personally — ex-President Truman, Luci Johnson, the president of Costa Rica, Donna Reed, Lawrence Welk, Walt Disney.

He is careful to explain that the exhibit doesn't try to "sell" Catholicism.

Mr. Kiernan was nominated for his unique job by Right Rev. Monsignor John J. Gorman, Pavilion director, with whom he had worked for many years in fund-raising and adult education.

Mr. Kiernan averages 73 hours per week on the job. He directs 1,000 maintenance men, guards and guides. He has to check the timing of talks and slide and motion picture presentations to keep traffic flowing smoothly — there's never more than a five-minute wait to get into the building.

The Pieta is surrounded by bulletproof glass, and one of his problems was how to wash the inside of the glass. The statue is insured for $6,000,000. The cleaning contractor's insurance totaled $5,000,000 — and didn't cover fine art. Mr. Kiernan went back and forth between the contractor and insurance companies to work out some satisfactory legal arrangement. It took two months to complete.

Then six cleaning men, practically holding their breaths, went behind the glass and cleaned it. But only the glass. Mr. Kiernan himself dusted the statue.

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A tall, spare, brown-eyed man, Mr. Kiernan was born in Dublin 56 years ago and came to America at 20. He became a PRR baggageman shortly after arriving. He still has a brogue. Even that favorite of Irish dialect comedians, "afther," sometimes creeps in.

The Pieta's timeless beauty is a moving experience to many, Mr. Kiernan says. Some leave the exhibit room with tears in their eyes.

But with all that traffic, there's bound to be a lighter side. For instance, some people ask the guards, "Where's the statue — the Pizza?" One young woman asked where she could see the snake she'd heard was on display — the actual snake from the Garden of Eden.

"We were sorry we couldn't accommodate her," says Mr. Kiernan.
"I like the tasty assortment, and the informal, friendly service—especially for someone like me traveling with a family of five," said a PRR customer.

He was talking about the handy new snack bars installed in a number of the modern coaches recently added to the PRR fleet. The snack bar, at the lounge end of the car, is manned by a dining service attendant. Typical items and prices: hot roast beef sandwich, 75¢; chicken sandwich, 60¢; tuna salad sandwich, 50¢; individual apple pie, 20¢; and hot consomme, 20¢ per cup. For breakfast, hot coffee, juices, donuts and pastries are available.

A disposable plastic tray is provided for taking food items to the passenger's seat. Or, in some cars, a stand-up counter installed opposite the counter enables the patron to rest his tray there and eat his meal.

The new snack bars are already in service on two trains running between New York and Pittsburgh and on another operating between Harrisburg and Washington. Other snack bar coaches have been assigned on some of the New York-Washington trains to supplement regular dining car service.

Working plans for the new feature were drawn up from a mock-up put together by Dining Car Department people at Sunnyside Yard. Snack bars were installed after PRR shopmen at Altoona prepared the cars for renovation.

Buffet-lounge Attendant Gilbert B. Knight, a 23-year PRR veteran, finds the new facility "gives me more chance to serve people faster. And they like the menu.

"With so many folks watching calories these snack bars are a big hit!"

They’re a hit—

PRR’s novel coaches with

SNACK BARS

Attendant Knight, taking inventory, has everything he needs within easy reach.

Tasty sandwich without waiting: Roast beef on bun is a sure customer-pleaser.

He posts a 'Breakfast Special' ad. A full beverage line is also carried on car.
Names like Chateau-Thierry and Argonne Forest, Bastogne and Okinawa, Inchon and Yalu River—names like those are vivid personal memories to many PRR people.

In World War I, 26,286 employees entered the Armed Forces, of whom 43 died in service. In World War II, the employees in military and naval service reached the impressive total of 54,712. Of these, 1045 lost their lives. At the height of the Korean War, more than 8500 employees were in the services.

On being mustered out of uniform, many PRR people felt the impulse to preserve old associations and continue serving their fellow Americans. As early as 1919, PRR men were forming veterans' posts. Some of the original members still participate, keeping up with members less than half their age.

"It's a way of staying young," says George Duld, 68—retired PRR fire marshal and presently commander of Pennsylvania Railroad Post 241, American Legion, at Philadelphia.

The posts have a wide variety of activities. For example:

Post 241 has sponsored a child at a school for children of deceased veterans, holds children's parties, brings gifts to hospitalized veterans.

Railroad Employees Post 481, Veterans of Foreign Wars, at Philadelphia, annually donates cash and medals to a public and a parochial school for essays and activities illustrating good citizenship. Each year it takes hospitalized veterans to a Phillies ball game, entertains orphans at the post home, distributes Christmas baskets.

Pennsylvania Railroad Post 204, American Legion, at Philadelphia, brings gifts to five veterans' hospitals, has put on shows for the patients, runs Christmas parties for underprivileged children.

General W. W. Atterbury Post 3420 Veterans of Foreign Wars, in Wilmington, Del., is named for the PRR president who served as director-general of transportation for the American Expeditionary Forces in World War I. This post's activities include raising money for half a dozen medical and charitable organizations, holding parties for hospitalized veterans, donat-
Frank Carpenter served in Army Transportation Corps in 1917.

Pennsylvania Railroad Post 500, American Legion, at Pittsburgh, presents medals to the top students at a public school and brings gifts to a veterans' hospital.

The post has also contributed to a community drive for Christmas toys and has put up a Veterans' Day display in the passenger station.

Many other Pennsylvania employes are members of veterans' organizations which are not predominantly "railroad posts."

All these groups, in addition to civic and charitable functions, arrange activities for social enjoyment and fellowship.

"Matter of fact, you can have a lot of fun just sitting around swapping stories about what you did in the service," says Veteran George Duld, a Navy man during the First War.

"Have I ever told you about the time we were sailing our salvage tug in a convoy near the Azores, and we found ourselves running into a hurricane, and ... ?"

J. C. Tasz, supervising clerk, and A. J. Ray, retired clerk, bring veterans gifts from PRR Legion Post 500, Pittsburgh.

Members of Post 481, VFW, get autographs of Phillies' players in the post's annual baseball outing in Philadelphia.

Railroad Employes Post 481, VFW, takes patients and medical personnel of Valley Forge military hospital to ball game.
Center of attention in the scene above is Conductor Clayton J. McGee of the Pittsburgh Division, shown as he completed 37 years' service on the Burgettstown local. Mrs. Jane Davis of Carnegie, Pa., is planting a farewell kiss on Conductor McGee's cheek as she presents a cash gift contributed by regular riders on his train.

Not everyone gets a sendoff like Conductor McGee, but there is still the reward of personal satisfaction for a job well done. People do appreciate courteous service and a little extra regard for their comfort and well being.

Consider, for example, the notes of commendation from these PRR customers:

"I think you should know of a very pleasant trip to New York from Philadelphia," writes Mrs. I. Blumberg of Long Beach, Long Island, N.Y. "Although the train was delayed almost an hour because of an unfortunate accident there were no complaints. As the train left 30th Street my ears perked up at Trainman W. F. Vlaun's bright 'Good Morning.' Never before had I heard that on a train, and I have ridden a good many of them.

"When the accident occurred we were not left wondering at what was causing the delay, but were told the reason as soon as possible. And the pleasant 'Have a nice weekend' as we left the train almost made me forget the missed connection on the Long Island train."

James B. Alexander, ticket sales and service, Indianapolis, is the recipient of this note from Miss Wanda J. Patton, leader of Girl Scout Troop 358, Greencastle, Ind.:

"In view of all the trouble I caused you trying to talk you into a special car for my Girl Scout Troop, I want to say a 'special Thank You.' You'll never know how much we enjoyed it. In fact, I think that is the only answer for a Girl Scout Troop making such a trip. The trainmen were wonderful to the girls, putting up with everything in the aisles, etc. The girls were treated like royalty by your railroad all the way and we did appreciate it very, very much."

James Dougherty, assistant trainmaster, 59th Street Yard, Chicago, received this note from J. W. Broteker, Chicago traffic manager for Campbell Soup Company:

"We have just experienced one of our most successful shipping periods, and much of the credit should go to you and your people for excellent service rendered, particularly during the peak weeks when switching was per-
formed without delay and empty cars were always available for loading.

"Without this service, we could not have successfully completed our shipping schedule, and we are deeply appreciative of your help."

The kindergarten class of the Overbrook School for the Blind in Philadelphia recently visited 30th Street Station, aided by Paoli Local Conductor Louis Briner and 30th Street Usher Samuel Lagrotteria. Typical comments:

"You are a nice conductor and we want to thank you for making our visit to the station so much fun."

"Sam showed us everything, and even gave us a drink of water."

"Our own 'private car' coming home was good—we each had a seat by the window."

"Some of us had never been on a train before, but we all had a good time."

Donald Skarzynski, traffic manager, and Carl J. Schaming, assistant traffic manager, Mallet & Co., Inc., Carnegie, Pa., recently wrote: "It isn't often that we find ourselves in a position to inform someone that one of his employes is doing an excellent job, not only in behalf of his employer, but also in behalf of his customer, although you may think that one necessarily follows.

"We would like to point out that Samuel Schroeder, assistant supervisor of the Service Department, Central Region, falls into this category. We feel that it is sufficient to say that on every occasion we have dealt with Mr. Schroeder, we have found him cooperative, pleasant, and most important, willing to do his best for all concerned."

Russell T. Shays of Medford, N.J., writes that he recently had occasion to ride the PRR from Baltimore to Philadelphia. "I was waiting for the Senator to pull in," he says, "when I heard the usherette, Mrs. Delsie McCauley (below), announce a different train. To my pleasant surprise, she said 'Good Morning' before announcing it and then after finishing announcing the car location, she said, 'Thank you for your patronage and may you have a pleasant journey on the PRR.' I was really happy to hear such courteous niceties."

Miss Laurel Cutler, vice president, McCann-Erickson Advertising Agency, New York, is shown above with Conductor Thomas F. D'Arcy, New York Division, of whom she writes: "I want you to know about a part time angel and full time ambassador of good will in your employ."

Miss Cutler was riding the Jersey Shore train to New York with Mr. D'Arcy recently when:

1. She found herself without her wallet, money, credit cards, commutation tickets or identification.
2. Mr. D'Arcy told her she could pay him the next day.
3. He returned 10 minutes later to ask if she wouldn't need some money once she got to New York.
4. He lent her a dollar when she asked for 15 cents for a subway token.
5. He returned a few minutes later and gave her the dollar in change so she wouldn't have to wait in the token line.

"I will pay your money and Mr. D'Arcy's back to him directly," Miss Cutler writes, "but I wish to pay my compliments to your company and to this man for his great kindness and chivalry."

This word comes from I. L. Piersol, traffic manager, E. W. Bliss Company, Salem, Ohio, to Joseph Little, PRR sales manager in Cleveland:

"Recently we used the services of the PRR to transport a number of welding presses to Fisher Body plants at Hamilton, Ohio; Grand Rapids, Mich.; Grand Blanc, Mich.; and Chicago. These presses were extremely delicate in structural make-up, and of excessive dimensions. Each load required extra care in handling by your operating people, with fastest transit time possible. The last press has now been shipped and should be at its destination by the time this reaches you. I would like to thank the following PRR men for their helping hand:

"Charles Slaven, agent, Salem; John Royle, chief clerk, Salem; Ivan McConCe, chief inspector, Canton, and his associates; C. Edgar Williams, district sales manager, Akron; L. E. Kettren, supervisor of clearances, Pittsburgh; R. E. Sullivan, superintendent of transportation, Cleveland; and John Bull, car distributor, Canton."
BOYS by the trainload

The sea of boys above, at 30th Street Station, Philadelphia, is part of some 50,000 who converged at nearby Valley Forge recently for the National Boy Scout Jamboree.

They came to the six-day encampment from points as distant as Klamath Falls, Oregon, Port Arthur, Texas, and Honolulu. More than 17,000 of them, plus tons of Scouting equipment and supplies, came by PRR. Boys by the trainload is a man-sized transportation job, but PRR people handled it in stride—by following the Scout motto, “Be Prepared.”

Railroaders were preparing for the Jamboree months before it began: determining how many would come by rail, lining up transportation, mapping out routes and coordinating details with 32 different railroads.

Altogether, 250 sleeping cars and coaches on 46 special trains were used. There were also 50 other movements on regular trains. And most of the special party groups visited the New York World’s Fair before or after the trip to Valley Forge.

Some Scouts detrained at North Philadelphia but 30th Street was the big gateway. Dining facilities were set up to feed 400 Scouts at a time, and a “command post” established for Scout leaders, with phone lines to Valley Forge. Shuttle buses took the Scouts there while camping gear was put on trucks under the eyes of PRR transportation supervisors.

Special Movement Supervisor Elmer F. Schrumpf, who played a key role throughout, and other PRR men handling Scout rail movements, “did an absolutely top job,” says Kenneth A.
Altoona Carpenter Richard Brown’s son, Robert and Machinist Eugene Cassarly’s son, Jack, bring food from commissary.

Gary Reeder, son of Robert, Wilmington sales representative, cooks for his troop.

Bruce and Steve Wicks, sons of Jerome, Altoona conductor, air out a bed roll.

Phila. clerk Frank Eggert, assigned to transportation tent, does his laundry.

Wells, Boy Scout transportation chief. “It was our first Jamboree with one railroad as the terminal line,” he adds, “and also the first time we used piggy-back for the baggage.”

It involved 7 flatcars with 13 trailers from St. Louis, Chicago, Denver and Kansas City, and return. Harold Simons, PRR baggage room general foreman, rode herd on this detail at the Jamboree. Only unclaimed item out of 33 special baggage cars was a pair of tweezers, he reports.

Also figuring notably in the Scout move were PRR police, headed by Capt. Donald M. Gibson, and Movement Director Thomas J. Fallona at 30th Street. District Sales Manager Thomas Turner estimates that 25 carloads of food and supplies were involved, directly and indirectly in serving the Scouts.

PRR Beaver pins went to 50 Scout leaders who “worked like beavers” to make the transportation job a success.

When the last campfire grew cold and the tents were folded after a memorable week of Scoutcraft and sports, pageantry and comradeship, PRR men saw the boys safely on their way home.

On that final day, a Canadian boy asked for his trunk—his passport was in it. The trunk had been checked out at the baggage tent. But Mr. Simons helped locate it in Philadelphia just before it was loaded onto a car.
Man is dwarfed by drag-line bucket for removing the overburden from coal seam.

“This is what we like to see more of,” said Buckeye Division Engineer Bill McClurg—“new business on the Railroad.”

What he saw was coal, newly-mined bituminous, pouring into one of the PRR hoppers waiting behind his diesel.

The scene was the loading track at the Peabody Coal Company’s recently opened Broken Aro (pronounced “arrow”) Mine near Trinway, Ohio, on the PRR’s Zanesville Branch.

To serve this mine, one of Peabody’s newest, PRR men built an eight-mile spur plus three supporting tracks of 300-car capacity. Engineman McClurg would soon have his train rolling along the spur with 3,000 tons of coal on its way to market.

Unlike deep mines where the coal is dug from underground shafts, Broken Aro is a surface mine. Here the coal is loaded from an exposed seam after the overburden, or covering layer, of soil and rock is removed. This is done by the large drag line pictured above.

Broken Aro’s drag line features a boom 225 feet long. On its end is a giant bucket that picks up 105 tons of overburden at each bite. This machine, a “walking” dragline, is electrically powered, all controls being centered in the operator’s cab.

After the overburden is cleared a power shovel is put to work loading the coal, usually three feet thick for transfer to the preparation plant and loading tipple on the railroad. The mine is scheduled to produce 500,000 tons of coal in its first year of operation and may eventually hit a million tons yearly.

As is typical of Midwestern mines, Broken Aro does its own coal weighing. The coal is first crushed, sorted and spun dried before loading into the rail cars. Coal of varying sizes, like carbon stoker and lump, is loaded into cars on different tracks simultaneously.

Broken Aro is set up for trainload shipments, though presently its output is matched with coal from another mine to fill trainload lots dispatched...
Trinway Agent J. J. Tompkins checks numbers of loaded cars out of Broken Aro.

over PRR routes from Niles, Ohio.

Peabody also operates Sunny Hill Mine No. 8, in the Zanesville area, and is opening another new mine in Indiana, both on the Pennsylvania Railroad.

"Broken Aro," states W. Parker Stuart, PRR coal and ore manager, "represents an important new mine in Midwestern territory, where there's a growing market for coal.

"The mine has been developed by one of the most progressive companies in the coal industry. PRR people, whose mine-to-market unit trains are winning new customers for coal in many areas, are pleased to be of service in this new venture by Peabody."

Engineman W. C. McClurg runs coal loads out over spur to the Zanesville Branch. Mine's shipments average 3,000 tons.

**After the coal is gone... a recreation area!**

Thanks to land conservation programs undertaken by coal companies, a property is often ultimately more attractive and useful after the coal is gone than before the surface mining began.

Instead of unsightly piles of abandoned rock and dirt towering over barren pits, beautiful recreation areas and well-tended pasture lands come into being. These results, of course, do not come about quickly. Processes of nature move slowly in the growth of trees and other vegetation, even when aided by efficient conservation practices.

Redevelopment of worked-out surface mine areas, as carried out by Peabody, has brought new recreation areas with man-made lakes, camping sites and hunting and fishing preserves. New grazing lands, forests and wildlife refuges rise on former mine sites. Each year the coal company puts into its conservation program enough land to equal the overall acreage mined at its properties during a year.

After the coal seam is depleted, the area is left idle for several years. This allows time for the earth to weather and settle and for drainage patterns to establish themselves. Meanwhile land-use engineers make studies to find the best possible use to which the property can be put.

As a result of "Operation Green Earth," Peabody has planted more than 12,400,000 trees. This reforestation is a scientific procedure requiring soil analysis and selection of desirable tree types in each area.

Peabody has also developed attractive residential sites along artificial lakes on some of its properties. Thus the earth which has yielded its coal for man's benefit, continues to serve as a productive resource for people's economic well-being and recreational enjoyment.
It was a big day for 22 PRR families from across the System. Their sons or daughters were being honored at PRR headquarters as winners of scholarships totaling some $74,000.

The 22 winners will be among 76 sons and daughters of Pennsylvania employees who will be attending college this fall under various scholarships administered by the PRR.

The youngsters and their parents were feted at a luncheon at the Philadelphia offices. They met Chairman and Mrs. Stuart T. Saunders, President Allen J. Greenough and other officials. And they toured PRR facilities and historic Philadelphia.

Twelve of the winners received scholarships under a fund established by the heirs of Frank Thomson, PRR president from 1897 to 1899. These are open to sons of living, deceased or retired employees for the study of engineering.

Ten others were recipients of scholarships granted by the Women's Aid of the Pennsylvania Railroad. These are open to sons and daughters of living, deceased or retired employees needing financial aid to attend college.

22 NEW WINNERS OF SCHOLARSHIPS
**THIS YEAR'S SCHOLARSHIP WINNERS**

Portraits of the 1964 recipients, with name of the college they will attend, are shown in alphabetical order, here and on the next page.

- Murray F. Campbell, son of Murray Campbell, Public Relations Dept.: Penn State.
- P. Timothy Carroll, Jr., son of movement director, Buck-eye Division: Rochester U.
- P. Timothy Carroll, Jr., son of movement director, Buck-eye Division: Rochester U.
- Murray F. Campbell, son of Murray Campbell, Public Relations Dept.: Penn State.
- P. Timothy Carroll, Jr., son of movement director, Buck-eye Division: Rochester U.

Both types of scholarships will be available in 1965, as well as two others:

The William Henry Brown Scholarship, named for a former chief engineer, open to sons of living, deceased or retired employees for study at Princeton University.

The Women's Division for War Relief Scholarship, open to sons and daughters of Freight Sales employees and of members of Department 3, Women's Division for War Relief during 1918 and 1919.

The John Clark Sims Scholarship, commemorating a former Secretary of the PRR, will be available in 1966. Covering tuition at the University of Pennsylvania, it is open to PRR employees and employees' sons.

For details on the Women's Division for War Relief Scholarship, write William K. Chapman, assistant vice president, Freight Sales. For information on other scholarships, write: Guy W. Knight, vice president, Labor Relations and Personnel. The address for both is 6 Penn Center Plaza, Philadelphia 4, Pa.

Tour took in Independence Hall and the Liberty Bell (above) and PRR ore pier (below).
Margaret Hayes: Temple U.
Father is W. A. Hayes, gang foreman, Chesapeake Div.

Richard F. Kelley, son of Conductor Franklin Kelley, Northern Div.: Lehigh U.

Leroy P. Kettren, Jr., son of clearance supvr., Pittsburgh Div.: Kent State U.

Marilyn Knudsen: Indiana U.
Father is Conductor Jack S. Knudsen, Ft. Wayne Division.

Jack E. Lowes, son of Herbert Lowes, yard conductor, Chicago Division: Purdue.

Leslie Lytle: Maryland U.
Father is P. E. Lytle, B&B inspector, Chesapeake Div.

Donald A. Nolte, son of Electrician E. F. Nolte, Harrisburg: Princeton University.

Cheryl Onkst: Penn State.
Father is H. I. Onkst, car repairman, Samuel Rea Shop.

Richard Opalanko: Carnegie.
Father is Car Insp. Andrew Opalanko, Pittsburgh Div.


Joanne Shutlock: Wilkes College. Father is Brakeman Joseph Shutlock, Northern Div.

Clifford Smith: Penn State.
Father is John A. Smith, car repairman, Harrisburg.

Steven V. Sowers, son of E. G. Sowers, relief agent, Chicago Division: Purdue.


Railroaders are taking a cue from one of the keenest, busiest guys anywhere, the American Beaver. The paddle-tailed fellow, portrayed above in railroading togs, symbolizes the PRR’s continuing fix-up, fresh-up campaign.

Operation Beaver, a year-round effort, is getting special emphasis this fall—very much in the spirit of a home-owner who tries to keep things tidy all year, but puts out some extra muscle as soon as the fall winds begin to blow.

At Sunnyside Yard, New York, a “Beaver car washer” had just been installed at a cost of nearly $400,000. It consists of twin washing machines on parallel tracks. They can service 100 cars an hour and are in operation around the clock, giving Pennsylvania passenger trains a brighter look.

Repair and refurbishing projects, to be scheduled at a number of points will be backed up by a System-wide campaign in which all employees have a part: tidying up work areas, straightening supplies, disposing of trash, and, in general, maintaining a neat, business-like appearance.

Posters will tell the Operation Beaver story where employees and the public can see them; the public’s cooperation is invited to help promote this program.

The public is showing its approval. From Wooster, Ohio, for instance, Dr. Frank Stevens, chairman of the local beautification committee, writes to express “the thanks and appreciation of our committee for the fine cooperation given us during our Paint-Up Campaign. It is a pleasure to have the Pennsylvania a part of our community.”

And W. P. Cartun, vice president and general manager of Westinghouse Air Brake Company, says: “The PRR is to be congratulated for its Operation Beaver. I think it is one of the finest things that the Railroad could have done to improve its image in the public eye.

“We here in Wilmerding, Pa., are most grateful that you have found it possible to remove the no-longer needed freight station. Our own cleanup campaign is progressing very well. My thanks for the excellent cooperation we’ve received from the PRR in this project.”
When better hopper cars are built, the men at Samuel Rea Shop will build them, it seems. And bigger, too.

There was a time when 70-ton and even 50-ton hoppers were considered big. But now the PRR shopmen are turning out real goliaths of 100 tons.

Two thousand of these king-size hoppers, painted black and known officially as type H43, are being built this year at the shop in Hollidaysburg, Pa. “Bugs” that appeared in the first trials have been eliminated.

Each of these new hoppers is equipped with modern roller-bearing truck assemblies for smoother riding. The cars, made of high-tensile steel, are fitted with three cavernous pockets.

The H43's have been given identifying numbers ranging from 180000 to 181999. Each one wears a yellow disc showing that the car is in assigned service. This means it is assigned to a particular shipper for a jointly agreed upon period.

In building these huge new hoppers, the men of Samuel Rea Shop are providing Pennsylvania Railroad people with a potent vehicle for hauling today's big coal loads.

Machinist John Miller, working on a lathe, comments: “My dad was a machinist with the PRR at Altoona for 48 years, and I've been here since 1939. I've heard how the new unit trains are going over big with shippers. I'm proud that our work at Samuel Rea Shop is helping to make that possible.”

Car Repairman Sam Mason, a 28-year PRR veteran, does airbrake work. He makes this point: “These H43's are big, and they've got a big job to do, getting more coal to industrial plants and more business on the Pennsy.”

Jim Fagans, with the PRR since 1941, is another car repairman. His job is welding. He works on practically all parts of the cars. Wearing his protective mask is a must, he says, point-
George E. McGee, car repairman-fitter, adjusts hoppers of a car for bolting to underframe. Car-hopper has a door for emptying of cargo. Here Mr. McGee holds rope as hoist eases the hopper into place, during car construction program at the PRR shop.

ing out: “Good safety practice goes with the job just like good workmanship.”

The men who make the big cars are mindful of the role these hoppers play on the PRR. The H43’s heavy-duty, high-capacity features make it ideal for unit trains, with their bigger trainloads.

In their contribution to this fast-growing freight development, Samuel Rea Shopmen are helping to make the PRR “the road to progress.”

There’s a hot topic on the PRR today: Hoppers! The goal is to get top mileage out of every available hopper car. A. M. Harris, general manager, transportation, says: “Let’s keep hoppers hopping!” He explains:

“Right now our customers urgently need every hopper we can supply.

“We must satisfy their needs in order to keep this business on our rails.

“We can do this if each one of us keeps hoppers moving—loaded or empty.”

Some may not realize how much the PRR relies on coal, ore and coke business. These items, carried in hoppers, make up over 45 percent of PRR freight tonnage. And this year the number of such carloads loaded on line is up 12 percent.

Even with the new hoppers and ore jennies coming out of Samuel Rea Shop, there’s not a car to waste. Railroaders can “create” many more available cars just by speeding the turnarounds of hoppers at loading and unloading points. How to help?

hoppers plead: ‘keep us hopping’

Local Freight Crews: Get empty hoppers to the yard now. Keep empties blocked in the train to save “hopper time” in the yard.

Yardmasters: Join efforts with other departments to move trains out of the initial yard. See that trains are properly blocked. Get full tonnage in mineral trains.

Yard Clerks: Send consists to the next yard in sufficient time and detail to permit prompt handling. Send incoming waybills promptly to the agent so he can notify consignees. Keep accurate lists of empties. Distinguish between ore and coal hoppers. Advise yardmasters and car distributors on hopper movements.

Freight Agents: Don’t order more hopper cars for a shipper than he can load. Urge patrons to load and unload promptly, and to report when cars are ready. Inform the consignee as soon as loaded cars arrive, and get cars placed or on demurrage.

Car Inspection and Enginehouse Employes: Prompt and thorough inspection of cars, prompt servicing of locomotives—all can help keep hoppers moving.
They're Beautifying 'Their' Station

The PRR passenger station is so closely linked with the life of the community at many points that local citizens look on it as "their" station. And in several cases they have lent a hand to help beautify the station.

At Metuchen, N.J., for example, Evening Woman's Club members led a community project to pretty up their station. They enlisted support from such area civic groups as the Lions Club, Girl Scouts and the YMCA.

As a result, the station exterior is now barn red with white trim and shutters. Brick planters, window boxes for plants, wrought iron door straps and also a brass eagle door knocker were added. And inside, the decor was brightened with two shades of gold, along with bulletin boards, a mural of Main Street over the fireplace, and an old map of Metuchen.

At Merion, Pa., the Civic Association put in about 450 plants, including spruce, dogwood, cherry, yew, roses and grass, at the station. The 50-year-old Civic Association is considered the oldest group of its kind. It has looked after the greenery and grounds at Merion Station since World War I.

At Berwyn, Pa., the Woodlea Garden Club has a continuing project of tending the shrubs and other plants at "their" station. As one member says: "My family is grown now and I like to do community work. This project is just the thing to keep me active."

In Johnstown, Pa., George Griffith and Thomas O'Brien are well-known florists. They ship and also travel via PRR and have found Ticket Clerk Helen Osborn most helpful. They wanted to express their appreciation.

Noting the Railroad's Operation Beaver, they donated 200 potted geraniums for the parking lot island. The Railroad arranged to deliver the flowers and PRR people planted them. The florists are pleased to have added this touch to "their" station.

Berwyn, Pa.: Mrs. G. S. Webb, Mrs. J. D. Finley, Mrs. J. D. Fuchs, all PRR wives, take care of station greenery.

Johnstown, Pa.: Geraniums are checked by Florist George Griffith, Ticket Clerk Helen Osborn, Agent Thomas Streicher.

Merion, Pa.: Mrs. F. M. Yast, Mrs. M. B. Wallace, and L. S. Bailey look after the flowers in the station window box.
On The Way Up

Personnel Changes Through August 15

SYSTEM
Financial Department
Accounting Division
Blessington, J. J. Lead Programmer
Carlin, E. J. Senior Analyst
Crankshaw, J. T. Procedures Analyst
Diamond, J. J. Supervisor, Computer Operations
Duffy, F. C. Methods Technician
Gallagher, H. J. Lead Programmer
Green, J. S. Supervisor, Validation and Controls
Harris, J. C. Supervisor, Computer Operations
Hoover, J. J. Administrator of Reports—Operating
Hurst, G. P. Supervisor, Production Control and Scheduling
Kelly, E. B. Console Operator
Mangold, W. M. Administrator of Reports—Car Service Records
Mclanane, G. H. Lead Programmer
McLaughlin, W. J. Center Supervisor—Altoona
Morrow, J. L. Procedures Analyst
Reid, F. J. Supervisor, Computer Programming
Sutcliffe, V. J. Supervisor, Computer Programming
VanS cere, R. J. Senior Analyst
Wetzel, R. E. Accountant
Whitaker, R. J. Head Clerk
Wolstenholme, R. J. Supervisor, Production Control and Scheduling
Yocum, C. T. Jr. Administrator of Reports—Transportation

Taxation Division
Brennan, T. A. Property Tax Clerk
Mayberry, C. D. Asst. Tax Agent
Hurrellbrinck, L. G. Asst. Supervisor

Sales Department
Amole, E. J. Jr. Office Manager, Charlotte
Behsen, W. D. Office Manager, Office of Manager Coal
Traffic Sales & Rates, Chicago
Clark, H. A. Analyst, Office of Manager Coal Traffic Sales & Rates, Pittsburgh
Deacon, R. A. Asst. Manager Industrial Development, Chicago
Delaney, W. P. Sales Representative, Memphis
Hafner, A. J. Manager Industrial Development, Baltimore
Hasson, F. J. Manager Industrial Development, Philadelphia
Matey, F. C. District Sales Manager, Omaha
Overlander, C. C. Manager Industrial Development, Pittsburgh
Roe, G. L. Office Manager, Vancouver
Romeri, A. J. Manager Industrial Development, N.Y.
Williams, S. J. Sales Representative, Dallas
Wolfe, R. K. Sales Representative, Milwaukee

Legal Department
Clothier, B. T. Asst. Solicitor, philadelphia

Labor Relations and Personnel Department
Knight, G. W. Vice President
Thompson, M. D. Office Manager

General Manager Transportation
Frederick, C. H. Asst. Supervisor Expiring (TOC)
Marth, P. C. Asst. Supervisor Clearances

Chief Mechanical Engineer
Bertram, L. W. Resident Mechanical Engineer, Altoona
Stone, D. R. Supervisor Special Car Equipment

Heavy Repair Shops
Anderson, J. E. Foreman, Altoona
Dutrow, P. M. Asst. Chief Inspector, Car Equipment, Altoona
Harris, J. L. Chief Inspector, Car Equipment, Altoona
Lindsay, J. W. Examiner—Personnel, Altoona
McEvoy, M. J. Industrial Engineer, Altoona
Neely, E. W. Foreman, Altoona
Parker, J. L. Asst. to Chief Mechanical Officer, Altoona
Schall, R. R. Asst. Foreman, Altoona
Sickles, L. K. Asst. Chief Inspector, Car Equipment, Altoona
Smith, C. K. Asst. Foreman, Altoona
Trewirth, J. H. Foreman, Altoona
Weber, P. G. Foreman, Altoona
White, J. C. Manager, Heavy Repair Shops, Altoona
Wiley, L. G. Asst. Manager Material, Altoona

EASTERN REGION
Philadelphia Division
Brown, N. Train Master, Earnest
Brunner, J. W. Car Foreman, South philadelphia
Collins, R. L. Asst. Train Master, Frankford Junction
Cunane, J. F. Transportation Supervisor, philadelphia
Davidson, W. L. Supervisor Labor Relations, philadelphia
Gardner, W. R. Asst. Supervisor Train Movement, freight philadelphia
Goekeler, E. T. Agent, Frankford—Tacony District
Johnston, H. C. Sales Representative, philadelphia
Lane, R. T. Jr. Office Manager to Asst. District Sales Manager, Camden
Mattle, T. J. Supervisor, Car Equipment, philadelphia
McGinley, R. B. Asst. Examiner, philadelphia
Rockey, W. C. Jr. Asst. Train Master, South Philadelphia
Wild, G. C. Air Brake Examiner, philadelphia

New York Division
Davis, J. R. Sales Representative, Newark
Mulligan, R. G. Train Master, Phillipsburg
Richards, B. F. Junior Engineer—Track, philadelphia
Spilkner, H. A. Sales Representative, Trenton
Swita, E. Sales Representative, TrucTrain, N.Y.

Chesapeake Division
Bradney, C. F. Asst. Engine House Foreman, Baltimore
Mccollaum, J. P. Car Foreman, Baltimore
Misura, J. W. Asst. Car Foreman, Wilmington
Newman, R. J. Engine House Foreman, Baltimore
Thomson, W. B. Asst. Train Master, Perryville

Harrington Division
Cramer, R. D. Rules Examiner, Harrisburg
Heasley, W. M. Asst. Foreman, Car Shop, enola
Hunsberger, J. C. Supervisor Track, Harrisburg
Lovel, W. D. Supervisor Track, enola
McConnell, J. E. Asst. Foreman, Car Shop, enola
Michaelangelo, R. P. Asst. Supervisor Track, enola
Sparks, W. J. Train Master, enola
Truneell, C. G. Asst. Train Master, enola
VanBriggel, H. H. office Manager to District Sales Manager, Harrisburg
Way, C. H. Jr. Asst. Division Engineer, Harrisburg

central Region
Allegheny Division
Anders, N. G. Asst. Supt.—Train Movement, Altoona
Atkinson, W. L. Asst. Supvr.—track, huntingdon
Smith, B. F. Train Master, Altoona

Pittsburgh Division
Frohn, W. H. Agent, huntingdon
Hurst, E. H. District Sales Manager, Altoona
Nesbitt, W. H. Asst. Office Manager, Office of District Sales Manager, Pittsburgh
Pyson, R. S. Chairman, Pittsburgh Division
Snow, G. A. Office Manager, Office District Sales Manager, Pittsburgh Territory
Strachan, R. W. Train Master, Mingo Jct.
Thompson, P. J. Asst Train Master (Night) Conway

Lake Division
Adams, E. R. Superintendent, Cleveland
Feil, C. A. Asst. Train Master, New Castle
Morrow, R. R. Sales Rep.—Agent, Youngstown
Saxton, K., Jr. Sales Representative, Cleveland

Northern Division
Cunningham, R. L. Office Manager, Office of District Sales Manager, Williamsport
Kelley, J. E. Jr. Asst. Office Manager, Office of District Sales Manager, buffalo
Naylor, W. E. Asst.—track, buffalo
Perrin, D. E. Superintendent, buffalo
Purcell, P. E. Sales Representative, buffalo
Wendoff, G. L. District Sales Manager, Syracuse

CONTINUED ON PAGE 24
Meet Edward J. Killian. An ardent golfer and hunter, he’s a former Army infantryman and is the father of three children ranging from 7 to 21 ("we cover two generations").

He earns his living as manager of a National Gypsum Company plant in Baltimore. This plant produces and ships gypsum board, used for the inside walls of homes. Builders who buy gypsum board must have it delivered by the plant on time so they can schedule their work. And they must have it intact; they can’t use it efficiently if the edges are damaged. So if the Railroad fails to do its part and causes late delivery or damage, the plant may lose business (and, of course, the Railroad may lose business).

Behind every car of freight, there’s somebody like Ed Killian. Somebody who’s counting on us for proper handling. He and our other customers are the people we’re really working for—the people who really pay our wages. Let’s treat them and their products with the care they deserve.