Holiday Greetings
The many faces of CHRISTMAS

Again this year, as for ten years past, the men and women of the Pennsylvania Railroad Chorus will sing out the message of Christmas in the Pittsburgh passenger station. Here they are rehearsing under the direction of Ed Esposito, an assignment clerk in the Personnel Department.

Santa travels by fire truck in North Cape May, N.J. The beard is Paul R. Will, clc ing, Philadelphia. This is his year in the Santa role. "It comes naturally to me," he says. "I have five children of my own.

Each year the Columbus, Ohio, chapter of the National Association of Railway Business Women "adopts" a needy family. Here, laden with gifts, come three PRR members of the chapter: Leona Miller, Claims Department; Mrs. Constance Mintern, Personnel; Mrs. Ruth Achatz, Freight Rates.

The Fellowship Association of the PRR Treasury Department is playing Santa to a child welfare center at Philadelphia. The wrapping experts are Mrs. Marjorie M. Barrow, Miss Joan K. Fetzer and Wallace J. McLean.

The sky delight of childhood glows from these toyland adventurers in Gable's Department Store, Altoona, Pa. They are Steven, son of C. G. Hinterberger, car repairman helper; and Tammy, daughter of Assistant Examiner C. F. Dionis.

ON THE COVER: Isabel F. Derr pauses in 30th Street Station, Philadelphia, with a Christmas armload. She's secretary in the PRR Research Department. Her hobbies, aside from gift shopping, are swimming, horseback riding, bowling, reading, show music.
On the ‘New Look’ Pennsy:

New Service Center for Diesels

This new setup is great—we can handle these diesels in regular assembly-line style now,” said Pipefitter Alvin Losada.

He was busy changing an air hose on a big road unit in the new diesel repair shop at the PRR’s giant Conway Yard near Pittsburgh.

The new diesel facility is processing nearly four times as many locomotives as previously received monthly inspection and repair there.

“Four hundred men are now at work in this round-the-clock program,” Master Mechanic W. L. Thigpen points out. “And we’re using equipment designed and fabricated mostly by our mechanical department men at Conway and Pittsburgh.”

The shop provides periodic servicing for nearly 600 diesels—about half of the PRR's over-the-road freight haulers plus about 90 diesel yard switchers, says William E. Lehr, the PRR’s chief mechanical officer.

The efficient job done at the new installation helps expand the availability of diesels, to keep PRR freight moving without delay. The facility, built at a cost of over $500,000, has the latest process line methods and machinery, states Mr. Lehr.

“Most freight locomotives serving the western portion of our Railroad,” he points out, “funnel in and out of Conway Yard in normal operation. Its strategic location makes it a natural for our diesel repairs. We can thus make diesel power more readily available at the point of use.”

Diesel units are moved to each of six successive repair locations on a fixed time cycle by a mechanical tow line fitted with “rabbits” that grab the running gear of each unit. Machinists, pipefitters, electricians and other shopmen, plus tools and materials for specific checkup and repair, are spotted at each station.

First in line is a PRR-designed jet-spray engine-washing machine. A novel feature: Instead of the diesel moving through the machine, the machine moves over the diesel.

Another aid to shop effectiveness is a modern spectrographic lab, conveniently located for studying samples of lubricating oil from diesels. Any trace of metals, water or fuel oil contaminating the crankcase oil is quickly identified so PRR shopmen can track down the trouble spots.

Engine work beyond the scope of monthly servicing is done in another part of the shop; heavy repair is referred to Altoona. Monthly checkup and repair of PRR’s freight diesels is also done at Enola Yard, near Harrisburg.

Chemist P. D. Shearer checks lube oil for any contamination by fuel oil or water.

PRR Couple in Ohio Crusades For Animal Shelter & Hospital

Clarence Hockenberry and his wife, Virginia, have put out the welcome mat—for any starving dog, homeless cat or injured bird.

From their home in Steubenville, Ohio, they are leading a crusade to build an animal hospital and shelter for such unfortunate creatures.

Mr. Hockenberry, a PRR shop employee at nearby Mingo Junction, and his wife last year helped to found the Ohio Valley Animal Rescue and Wild Life Protective Society.

Mr. and Mrs. Hockenberry serve as president and vice president, respectively, and have donated a plot of land for the projected buildings. And they’ve devoted their spare time to a fund-raising campaign.

“We’ve carried our appeal by radio and TV as well as by mail,” says Mr. Hockenberry. “We still need more funds.”

His wife first considered this “pet” project last winter when cold weather caused many birds and stray animals to starve or freeze to death. One day from her window she saw a man kick a dying starling. That did it.

“I opened my window and shouted to a boy to bring the bird to me,” Mrs. Hockenberry recalls. “Warmth and care revived the bird. It was given a cage and fed on bread and water. But her husband felt it best to let the bird fly away. ‘Before it did,’” he relates, “it circled our porch, chirping its thanks.”

Then a girl found a baby sparrow lying in the road and brought it to Mrs. Hockenberry. “I raised him on pablum and named him Boogie,” she says. “Now he has the run of the room and his own cage.”

Other pets have joined the household: four parakeets, three canaries, a finch and a love bird. Then there’s Nugget, a long-eared little dog of uncertain ancestry, whose yelps mingle with the medley of chirps.

The Hockenberrys are sending out Christmas cards with this heartfelt theme: Make it a humane Yuletide.
MONEY TALKS
What are these silver dollars saying?

The yard men watched a boxcar roll down the track till it ran in against a standing car, and the couplers joined.

Had it coupled at a safe speed?

Or too fast? Exactly how fast was it going?

The yard men wrote down their estimates. Those whose answers were most exact—down to a tenth of a mile per hour—won silver dollars.

It was a pleasant way to sharpen one’s judgment of car speeds.

"But the story behind this little exercise is far from pleasant," said Harry H. Bender, assistant supervisor of loading services and loss and damage prevention in the PRR’s Northern Division.

"Freight damage is our Number One enemy. Sure, it’s a familiar subject—we stress it all the time—but it’s still an enemy waiting to be licked. And the essential first step is to eliminate any excessive coupling speed."

Harry Bender and other Northern Division officials are touring their territory as part of the System-wide campaign for damage-free freight handling. They are meeting with employees at all freight yards to give—and receive—suggestions.

At a meeting at Williamsport, Pa., Engineman A. E. Hunter pointed out the importance of giving signals clearly and giving the signals in plenty of time.

"You want to avoid the necessity of a sudden application of brakes, which can cause damage," he said.

Car Inspector Carl E. Thomas asked about DP boxcars and other cars with special protective gear.

"They’re a help but not a sure preventive," said O. P. Varnell, district sales manager. "They don’t eliminate the need for careful car handling.

"You know, when we’re selling freight service, it’s not too tough to get some new business, but if something irritates the customer and we lose the business, then it’s a lot tougher to get it back."

"I want to tell you: Shippers are measuring us against our competitors. We’ve got to provide better service than the next fellow, or we won’t get the business.

"In handling freight, you’ve got to treat each car as if it contained something belonging to your friend. And that happens to be the actual fact. The shipper is your friend. He pays your wages. You can’t have a better friend than that."

Albert R. McRee, assistant superintendent of motive power, had some specific suggestions for yard crews:

"Take a look at your own signaling. Maybe you’re doing something that isn’t quite clear.

"If something doesn’t look right in an open-top load, report it to the yardmaster.

"Make sure there’s sufficient room on the track to hold the cars.

"Remember: Our customers expect careful handling. They have a right to. It’s up to each of us to win and keep their confidence."

The employe being honored at the retirement ceremony was a popular fellow, and a substantial purse had been raised for him. But just a few months previously, another employe in the same PRR shop who was less well-known had received only a small going-away gift.

"It isn’t fair," said Charles Parrott, a stoker operator at the PRR’s West Philadelphia Power Plant.

"What we need is a club or association of some kind to put this on a regular basis and make sure everybody gets the same deal," he said to Dominic P. Barrone, PRR electrician.

They began talking up the idea among employes at the power plant and other locations on the Philadelphia Division. And that’s how the Good Fellowship Society was born.

The organization now has 179 members. It received its charter last year from the Common Pleas Court at Philadelphia, and has been registered with the Commonwealth of Pennsylvania as a non-profit corporation.

Here is how it works:

Members pay $1 a month; or, if they prefer to pay a year’s dues at one time, $10. Beginning with the second year of membership, they accumulate credits of $25 each year, toward a lump sum to be received at retirement.

If a member becomes ill, his dues are paid for him. If he must cease work permanently because of illness or disability, he receives his retirement award at that time. If he dies before retirement, his widow receives whatever he contributed, plus interest.

Social events and other fund-raising activities are planned to help keep the retirement fund on a sound basis.

"But the money is only part of the story," emphasizes Alphonse R. Zito, a PRR machinist who is president of the Society. "Our charter one of our main purposes is to foster and disseminate the spirit of good fellowship and brotherly love among the members."

"These aren’t just words. We have different races and religions in our group. Through our regular meetings, we’ve already noticed better relations between the men."

In addition to Mr. Zito, the officers are: Electrician Clement N. Mainardi, vice president; Electrician Harry G. Schneider, secretary; Laborer William H. Warren, treasurer.
UP go clearances for high loads…

“Freight cars and loads are getting bigger,” said Conductor Joe Guillory. “So we’re giving them more head and elbow room.”

He was with a PRR work train in Philadelphia where M.of-W. men were lowering tracks so as to raise the clearance under an overpass. They were using a giant machine called an undercutter.

After the track was jacked up, the undercutter scooped out and removed the ballast by means of a chain digger and bucket system. When the desired depth was dug, the track—with ties intact—was dropped back in place, re-ballasted, tamped and restored to service.

It was part of a continuing PRR program to raise overhead clearances—at many points to a height of 18 feet. The work entails a variety of tasks: chipping out tunnel sides and roofs, lifting overhead power lines; relocating or lowering tracks.

At Ardmore, Pa., for example, the four main line tracks passing under a bridge were lowered some 23 inches, with minimum delays to normal traffic. The lowering began a half mile on either side of the span to effect a long, gradual grade.

In the Allegheny Valley the East Brady tunnel was single-tracked, the track being centered under the tunnel arch. At Oil City, Pa., both tracks beneath an overpass were lowered. Thus a route was opened from Buffalo to the Cincinnati gateway for movement of high-cube boxcars, 17 feet high, now in growing use for hauling auto parts.

Newark, Del.: Car Inspector G. G. Casey checks the height of a shipment of Chryslers. PRR handles both inbound and outbound carloads of new autos at this point.

Carnival All His Own

Hayes F. Durkee, a retired Lake Division clerk, can take in a carnival any time he likes. He has one right in his home in Akron, Ohio.

Mr. Durkee, who left active PRR service in 1956 after 36 years on the job, makes a hobby of fashioning “rides” and other components of a miniature carnival.

His living room at night glows with the whirling red and white lights of the midway, complete with ferris wheels, a merry-go-round and an airplane spin. He has completed more than three dozen pieces, all run with electric motors.

New numbers of high loads go UP as number of high loads grows high on the PRR these days. Traffic from manufacturing plants to marketing points is running 70 percent over that of a year ago.

The autos are being transported in the PRR’s big new fleet of multi-level auto carriers, many carrying loads close to 17½ feet high. They are typical of the growing number of high loads now riding the rails.

The PRR added 288 auto carriers this year at a cost of $2,234,000, bringing its total of such units to 725. Included are tri-levels that can carry 15 small autos or 12 large ones, and bi-levels that can hold up to 10 small trucks or large station wagons. Most of the cars are 89-footers, equipped with adjustable racks.

Traffic Vice President Fred Carpi points to the upswing in the movement of new autos on American railroads—over 28 percent of total production this year—and says that for the PRR the growth “has been almost explosive and even more dramatic than piggybacking.

“We look to even heavier traffic in the 1965 model year,” he states. “This new service is flourishing because it meets a real shipper need.”

The PRR serves distribution points for new autos at Kearny, N.J.; Norristown, Pa. (Ernest); Pittsburgh and York, Pa.; Newark, Del.; Linden, N.J.; Hagerstown, Md.; and Detroit, Mich. The Pittsburgh facility, newest on the Railroad, handles Fords and Chrysler and is expected to unload more than 65,000 autos during the 1965 model year.

Philadelphia track lowering: As undercutter dumps dug-out ballast into hopper, Conductor J. B. Guillory tells engine to move on in pace with machine. Track is protected.
Why the passenger remembered

Waiter Blair

The big point about this little story is that the passenger, Mr. J. B. Handy, of Chicago, didn’t require anything in the way of special service. Nor did Waiter Terrell Blair do anything out of the way—anything more than he does for any of the people he serves.

And yet . . .

Mr. Handy felt such a glow of gratitude that he wrote the letter shown here as soon as he reached his destination. What Waiter Blair had done was simply to approach a tired, tense passenger, and by a warm, considerate manner had made him feel at home.

That was all. But to the passenger it seemed a lot.

Waiter Blair finds it hard to explain what he does that merits such praise. “I know that many people who travel have a lonely feeling, so if they like talking, I’m happy to listen,” he says. “I guess I also have a habit of looking to figure out. You just have to start out liking people. The merits such praise. “I know that many people who travel have a lonely feeling, so if they feel like talking, I’m happy to listen,” he says. “I guess I also have a habit of looking to figure out. You just have to start out liking people. The

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A giant ocean vessel lay berthed on the Delaware River. Iron ore, lifted from its hold, was pouring in a blackish torrent into waiting ore jennies. There were 95 of these short, heavy-duty gons parading slowly past the ship.

The scene was the dock area of the U.S. Steel Corporation plant near Morrisville, Pa., northeast of Philadelphia. The event was the start of a brand-new development for the Pennsylvania Railroad: ore by unit train.

The unit train idea, pioneered on the PRR, involves fast, regularly-scheduled shuttle runs for bulk commodities. Solid trains are moved promptly from supply point to consuming center, promptly unloaded and sent back for another load.

The Railroad had previously applied this new transportation concept to coal, gravel and grain. Now it was being put to work for ore.

From Morrisville the train, carrying over 8,000 tons of ore, headed across the Trenton cutoff to the PRR main line. Rolling westward, it passed through Kiski Junction and on to Butler, Pa. There a Bessemer & Lake Erie crew took it for the short haul to the U.S. Steel processing plant at Saxonburg for quick unloading.

Within 96 hours after the cars had left Morrisville, they were back for another trainload. And so it has continued as ore by unit train has become a regular part of PRR service.

For more on this PRR development, see the story below.

The Car in the Sheepskin Coat

Special "sheepskin coats" are the latest fashion for ore jennies.

As a result of joint research by men of the Pennsylvania Railroad and U.S. Steel, 110 of the PRR's 70-ton ore cars are sporting a yellowish coating of polyurethane foam. This plastic material, which looks woolly when foamed, was sprayed on the jennies at Altoona. The foam was put on car sides, ends and bottoms. The new look is not for style, of course; it's to prevent an old transportation headache—frozen ore.

Because of its high moisture content, iron ore tends to stick to the sides of steel cars at low temperatures, much the way ice cubes cling to a tray. This has made unloading of the ore costly as well as time-consuming.

Insulation of the cars may be the answer. Preliminary tests on the road and in a laboratory cold room have shown real promise. Covering of car tops is not necessary; the problem is solely one of ore sticking to car bottoms and sides.

In unit train service for U.S. Steel, cars both with and without foam insulation are run together for comparison. If the experiment pays off, this traffic has taken on special importance: the use of a new-type car insulation. For more on this PRR development, see the story below.

Retired PRR Man Has Illuminating Hobby

Former PRR Conductor Joseph Davis reads by the light of a bowling pin or coffee pot, or even a whiskey bottle. These are items, along with jars and candle holders, from which he fashions electric lamps.

It's been his hobby since retiring at Conway Yard in 1959. Working with a drill, screw driver, emery cloth and some wire and pipe, at his Rochester, Pa., home, he can turn a bottle or pin into a fine looking lamp in a few hours.

"I've made about 40 of them, and have given most of them away," he says. "I started lamp making because I wanted a quiet hobby. It's also been rather enlightening."
Judge restrains strike by 3 unions.—Judge Joseph Sam Perry, of the United States District Court, issued a 10-day restraining order on December 14 against three unions that had announced they would strike against the railroads at 6 A.M. on the following day. The judge said the delay would give him more time to decide whether to grant an injunction sought by the railroads against strike action by International Association of Machinists, Sheet Metal Workers International Association and International Brotherhood of Electrical Workers.

A spokesman for the unions announced there would be no strike action until after January 1.

These three unions have declined to accept a wage increase of 27 cents per hour, spread over three years, the amount proposed by an Emergency Board set up by President Lyndon B. Johnson. This proposal has already been accepted by eight other non-operating unions, and comparable terms have been accepted by the unions representing the men who operate the trains. But the three unions that announced the strike are demanding 36 cents, claiming they are entitled to better terms than the others because of the high skills of their members.

150 Diesels on the way.—The PRR has placed orders for 150 locomotives, to be delivered during the first five months of 1965. They will be 2500-horsepower, high-speed, heavy-duty units. Ninety will be a new type with 3-axle trucks and a total of 6 traction motors per unit. "This order more than doubles the seventy placed in service this year," said Board Chairman Stuart T. Saunders. "They will enable us to serve our customers well, and at the same time provide for the increases in tonnage we anticipate next year."

More TruTrain trailers.—To keep pace with the rise in piggyback business, the PRR is acquiring 290 more highway trailers. When deliveries are completed in January, the Railroad will have 2890 trailers in service.

Army-Navy Game specials.—The PRR operated 15 special trains with a total of 12,900 passengers to John F. Kennedy Stadium in South Philadelphia when West Point played Annapolis November 28. Six trains originated at New York, one at Trenton, four at Washington, one at Wilmington, one at Paoli and one at Bryn Mawr, in addition to a 20-car train that brought the West Point cadets from Jersey City.

More money for airports.—The Federal Aviation Agency has recommended a new five-year airport plan, including construction of 727 new landing facilities and improvement to 2537 others. Total cost of the plan would come close to $11 1/4 billion.

105 Diesels on the way.—The PRR has placed orders for 150 locomotives, to be delivered during the first five months of 1965. They will be 2500-horsepower, high-speed, heavy-duty units. Ninety will be a new type with 3-axle trucks and a total of 6 traction motors per unit. "This order more than doubles the seventy placed in service this year," said Board Chairman Stuart T. Saunders. "They will enable us to serve our customers well, and at the same time provide for the increases in tonnage we anticipate next year."

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NEW GLASSES from Dining Car Department

Attractive item for railroad folks: Set of 8 gold-rim highball glasses, 12-ounce size, for holiday drinks, mium or juice. Four designs included in each set, two glasses in each design: (1) Old John Bull locomotive, (3) Broad- way Limited, (3) Penn Station of yesterday, (4) Penn Station of tomorrow. Price, $4 per set of 8 glasses ($2.20 for PRR employees).

Another available PRR item: Set of 8 drip-proof coasters, black with gold keystone, complete with storage rack. Price, $3 per set ($2.40 for PRR employees).

Mailed anywhere in the U. S., post paid by Dining Car Dept.

To: Sidney N. Phelps, Manager Dining Car Dept., Penna. Railroad Co. Long Island City 1, New York. Please send__ sets of glasses, at $4 per set of 8. Please send__ sets of coasters, at $3 per set of 8, with rack.

Name______________________________
City________________________________
State________ Zip Code________
I enclose check or money order for $___ payable to Pennsylvania Railroad Company. (Include sales tax where applicable.) If an employee (active, furloughed or retired) check here ______

"I'll give her ten more minutes! I have to roll out on No. 28 at 1:34!"

Four-foot check.—When Four Winds Travel, Inc., got ready to pay its $89,050 bill for the railroad tours it conducted in 1964, it proudly had Secretary Mona Nesser make up this oversize check. The travel agency sponsored five successful all-rail tours across the United States, beginning on PRR lines at New York. It is planning 32 such all-rail tours in 1965.

PRR retirees.—During 1963, some 3500 former Pennsylvania Railroad employees were added to the pension rolls, the Railroad Retirement Board has announced. At the end of 1963, a total of 39,600 retired Pennsylvania Railroad employees were on the Retirement Board rolls, receiving monthly annuities. Seventeen thousand of these employees had spouses who also were receiving monthly payments from the Retirement Board.

Retirement tax goes up.—On January 1, 1965, the retirement tax will rise from 7 1/4 percent to 8 1/4 percent of the first $4300 of monthly earnings. This increase was specified in the Railroad Retirement Tax Act amendments that were passed in 1959 with the support of officials of railroad labor unions. Under the Act, the railroad companies match the amount paid by the employees, and thus will bear an identical increase in taxes.

PRR dividend payment.—The Board of Directors has declared a year-end dividend of 75c, plus a regular fourth quarter dividend of 5c, payable December 21 to stockholders on record November 30.

How do they ride?—The supremacy of the family auto is made clear in a report by the Bureau of the Census, based on a study of travel during the summer of 1963. Of 78 million trips made during that period, 67 million were by auto, 4 million by airplane, 3 million by bus, 2 million by train, and 2 million by combination of carriers.

Next issue calendar.—The Pennsy's issue of January 15 will include a 1965 PRR calendar that can be cut out and used for desk or bulletin board.

It's tree time.—Christmas firs are loaded into PRR boxcars in Indiana County, Pa., which bills itself as the "Christmas Tree Capital of the World." Trees go to metropolitan areas across the Nation.
To meet the mounting requests for these dramatic pictures of Pennsy trains in action, we now have an additional supply on hand—handsome, full-color prints suitable for home or office. The 4 paintings are reproduced from deep-etched lithographed plates and printed on fine antique stock. They are offered by the Pennsy at the modest price of $2.00 for the complete set. The prints measure 16 x 12 inches—a standard picture-frame size—and come in a portfolio that also serves as a natural package for Christmas gift-giving. The originals, painted by Grif Teller, were reproduced on PRR calendars for the years 1932, 1950, 1952, and 1960. Send for your full-color prints today.