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Name-the-Car Contest

PENNSY IN THE PARK
See Page Two
The PRR soon will begin building a super-jumbo tank car.

It will be 77 feet long—double the length of the most common type of tank car. It will haul up to 38,000 gallons—more than three times as much as a standard tank car.

It will have a load limit of about 140 tons—the highest of any PRR freight car designed for scheduled fast freight service.

This new car needs a name.

The Pennsylvania will award 10 shares of Pennsylvania Railroad stock for the best name submitted.

There will be five runner-up prizes of $25 United States Bonds.

All active and retired employes of the Pennsylvania Railroad are invited to submit names. Wives and children of employees are not eligible—but there’s no law against their helping Dad with suggestions.

The name should be short and punchy—one, two, three, or four words long.

As examples: The Southern Railway calls its super-size boxcar the “Big John.” Atlantic Coast Line calls its big hopper car the “Whopper Hopper.”

The name should be novel, attention-getting. Because it’s the tag for a very unusual car.

There are PRR flatcars that have a higher load limit than this new tank car, but those cars must move at restricted speeds and often require special routing.

The new tank car will be able to run wherever standard 100-ton capacity cars can run—and at hotshot freight speeds.

Instead of the standard 4-wheel trucks, the new tankers will have 6-wheel, high-speed, roller-bearing trucks. The extra wheels will distribute the weight so as to avoid damage to tracks and bridges.

The men of the PRR’s Samuel Rea Shop, at Hollidaysburg, Pa., will assemble two of the giant cars. These are expected to serve as models for future car-building plans of chemical companies and other industries that own their own tank cars or lease them. Traditionally, railroads themselves do not own tank car fleets.

With the huge capacity of these cars, the PRR expects to demonstrate that bulk liquids can be shipped by rail more economically than by other forms of transportation. Furthermore, the high capacity and fast movement of this type of car should enable industry to do without the expensive storage facilities and big inventories that are required when shipments move by water transportation.

With such selling points, the Railroad hopes to attract traffic that now moves primarily by waterway, and bring in many new tank-loads for PRR crews to handle.

Those are some of the high points of the new tank car. You can use them as thought-starters in fashioning a name.

Check the rules below. Use the entry form at right. If you want to offer more than one name, make sure each is on a separate copy of the entry form.

In case of identical entries, the one with the earliest postmark will be the one considered. So get yours in the mail as promptly as you can.

THE RULES

1. The Name-the-Car Contest is open to all active and retired employees of the Pennsylvania Railroad Company, except the Public Relations and Advertising Department.

2. Each name may consist of one, two, three, or four words.

3. Use the entry form above, or a copy. You may submit more than one name, but each one must be on a separate copy.

4. Entries may be mailed beginning now. The closing date is October 15. Entries postmarked later will not be considered.

5. All entries become the property of the Pennsylvania Railroad Company and will not be returned.

6. If a winning name is submitted by more than one person, the one with the earliest postmark will receive the prize.

TODAY'S HIGHLIGHT

Every Sunday, Eugene P. Heiler clammers aboard his go-kart and whizzes around a 1/2-mile track at better than 65 miles an hour, the seat of his pants two inches above the ground.

For protection, he dons helmet and leather jacket.

Is it dangerous?

“No worse than playing football,” claims Mr. Heiler, who is a PRR clearance car operator, working out of Philadelphia.

The go-kart, 146 pounds, weighs less than he does.

“But the center of gravity is just one inch above the ground, so it’s very difficult to turn over on a curve,” he explains.

The photo shows Mr. Heiler out in front in a typical race. Official races usually consist of 10-lap heats and 15-lap feature events.

The go-kart, which is 36 inches wide and 42 inches long, fits snugly in the back of Mr. Heiler’s station wagon. He takes it regularly to race tracks located at Eddystone and Willow Grove, Pa.

Driving a borrowed kart one day at the Willow Grove track, he pushed it up to 120 miles per hour, his top performance.

A typical go-kart is priced about $300 for the chassis and $150 for the engine, Mr. Heiler says. He periodically dismantles his one-cylinder, 7.8-inch displacement engine to make certain it stays in top condition and continues to perform at its 13-horsepower peak.

Mr. Heiler took his first ride in a go-kart two years ago. He recalls that his first feeling was a desperate sense of "imminent disintegration." But it took only a few rides to make him an addict.

What's the fascination?

"It's hard to explain," he says. "I guess it's the closest you can get to a feeling of flying while still remaining on the ground."
10,000 Altoonans enjoy their DAY IN THE SUN

When a group of 21 men and women of Altoona Car Shop got together to plan a picnic this year, only one thing bothered them. They hadn't had a large-scale picnic since 1950. Would there be enough interest to bring out a crowd? "We were staggered by the answer we got," says William F. Carman. "More than 10,000 people came."

Mr. Carman, who is general foreman at Altoona Car Shop, served as general chairman of the picnic, held at Lakemont Park in Altoona.

Tickets sold to employees at $1 each entitled the holder and his family to all the rides, plus refreshments. Most of the picnickers brought their own lunches and soft drinks, but also managed to consume the 5000 bottles of soft drinks and 8000 ice cream cones provided by the picnic committee.

The most popular ride was Lakemont's half-mile railroad, which has a miniature copy of a PRR diesel pulling cars on a narrow-gauge mine track. The "diesel" is powered by a gasoline engine, run by PRR Electrician Donald Markey, who works in the park part-time (see the cover).

Highlight of the picnic was a softball game between a team of supervisors and one of car shop apprentices. The supervisors were coached by J. F. Roseman, superintendent of Car Shop. The apprentices were coached by Richard Martin, a draftsman at Samuel Rea Shop.

"They had the youth, but we had the experience," Mr. Roseman said.

The picnic arrangers are already talking about a repeat picnic next year. They're not worrying about the turnout.

For 46 years before he retired in 1951, Mr. Zullinger was a PRR employee, ending his career as a track supervisor at Cape Charles, Va. Shortly after retiring he moved to Sarasota, returning north every now and then to visit his children, both former PRR employees.

One day in June, 1964, as Mr. Zullinger was leaving a train at 30th Street Station on one of his periodic visits, he suffered a heart block. After recovering from that crisis, Mr. Zullinger was resting easy at his Florida home when he came down with a heavy cold and doctors found that his heart was not beating firmly enough to spur a normal cycle of body functions. Most importantly, not enough blood was being pumped through his lungs.

That's when Dr. Robert E. Windom and Dr. William E. Page at the Sarasota Memorial Hospital decided to install a Pacemaker in Mr. Zullinger's chest wall. The operation made news and Mr. Zullinger allowed a story and this hospital photograph of himself to appear in the Sarasota newspaper to help raise money for the local Heart Fund drive.

Now Mr. Zullinger feels fine, looks fine, and this summer was able to travel north for several happy weeks with his children.
Then the PRR wife said:

Each year the Girl Scout troops of Holy Saviour Church, Linwood, Pa., took a trip to a point of historical or cultural interest. They always go by bus.

This year, when talk started about a trip to the New York World's Fair, Mrs. Mary Anna Liberato, a troop leader, quoted a current advertising slogan: "Let's Take the Pennsy to the Fair."

She cited the comfort and convenience of train travel. A quick check with Dwight A. Yarnell, agent at Chester, Pa., showed the rate for group travel was surprisingly low.

The train won—which was a highly pleasing outcome to Mrs. Liberato. Her husband, Joseph, is a troop leader, quoted a current advertising slogan: "Let's 'Take the Pennsy to the Fair.'"

She praised David S. Keim, district passenger agent—"he could not have been more kind and courteous to us if he had been a personal friend." And Sales Representative Timothy Bartholomew, she wrote, "made sure that everyone was comfortable, acted just like one of our crowd, and made our trip back pleasant even after a long day at the Fair."

She mentioned the comfort of the coaches, the convenience of on-train toilet facilities, the easy transfer to the Long Island Rail Road's direct-to-Fair train.

She concluded: "Here is one group who would not hesitate to again "Take the Pennsy to the Fair."

AFTER more than 50 years of following its big brothers around, PRR cabin car 982131 has become a front runner, a star in its own right.

Top billing is now accorded the cabin car at the Ohio Railway Museum, an open-air institution in Worthington, a suburb of Columbus, Ohio.

The cabin car was purchased from the PRR by the Columbus chapter of the National Association of Railway Business Women.

"Then we really dolled it up," says Mrs. Ruth Achatz, rate clerk at Columbus Freight Station and formerly vice president of the Columbus chapter.

Roger E. Rector, a PRR engineer, repainted the inside of the car. Don Ray, a PRR car repairman, put in new airbrake lines. Ralph Deem, retired PRR conductor, repainted the outside.

To assure authenticity, Mr. Deem, who worked on the PRR when the cabin car was new, dug up photographs he had taken of similar cabin cars.

J. E. Stuart, master mechanic at Columbus Car Shops, served as technical advisor. Help and advice also came from P. A. DiGangi, Buckeye Division superintendent; R. D. Walker, supervisor of stations; and W. J. Achatz, his office manager.

Now on Saturdays, Sundays and holidays, visitors can ride the cabin car behind a gas-electric locomotive up and down the Museum's mile and a half of track.

The Ohio Railway Museum is a non-profit organization consisting of business and professional men who are railfans, plus a considerable number of full-time railroaders. The aim is to preserve mementoes of the history of railroading. Admission is free, but contributions toward the upkeep of the museum are gratefully received.

The rolling stock includes:

- A 4-6-2 Pacific-type locomotive built in 1910 for the N&W.
- A combine car and a passenger car, both dated 1918, from the N&W.
- A PRR business car, the Williamsport, built in 1906.
- A 1930 gas-electric "doodlebug," forerunner of the diesel.
- A 1928 insulated boxcar, donated by North American Car Corporation, and now used as a shop.

One inter-urban cars and five street cars.

Mr. Sutherin, gang foreman at the PRR enginehouse in Mingo Junction, Ohio, promptly decided to prepare himself for such emergencies. He began taking American Red Cross first aid courses. By 1932, he was certified as an instructor.

Since then he has taught hundreds of classes: State Highway Patrol Auxiliary, fire departments of Mingo Junction and Brilliant, O.; Boy Scout and Girl Scout troops, the Steubenville police force.

Last May, the Red Cross gave him a special award because a policeman he had taught saved the life of a boy by mouth-to-mouth resuscitation.

The Red Cross has also given him its National Service Medal and its 20-year Service Bar.

Mr. Sutherin will soon retire from the PRR. He plans to use part of his leisure continuing his save-a-life classes.
"...without regard to race, creed, color, or national origin"

Equal Opportunity...in Practice

Kenneth O. Lowry, descendant of the Lumbee tribe of American Indians, is assistant station master at Baltimore, Md., Chesapeake Division. He started on the PRR nine years ago as a yard clerk at Bay View Yard; became a freight station clerk, then extra assistant station master and relief assistant station master before reaching his present position.

Born in Pembroke, North Carolina, in an Indian farming area, he followed his brother, Joseph, north, after Joseph got a PRR job as a freight brakeman. Mr. Lowry and his wife, Wanda, have one daughter, Cynthia, 5. He says he likes "all phases of railroading and feel I have a good future with the PRR."

Ernest C. Moore is track foreman with District Gang No. 3 in the PRR's Pittsburgh Division. He is shown here on duty at Wheeling, West Va.

He started with the PRR in 1949 as a trackman, and was promoted to his present position in 1959.

He says he has one hobby: railroading. He usually spends five days each week away from home, living in camp cars; and gets back to his Pittsburgh home on weekends. He and his wife, Angela, have four children. Joseph and Linda Jean both attend Bogan College, Chicago; Peter Paul is in high school; Dean is entering the first grade.

Mr. Moore's main hobby is fishing for perch in Fox Lake, Chicago.

Reese A. Wright, a passenger trainman on the New York Division, came to the PRR six years ago as a baggage man at Penn Station. He subsequently worked as a freight brakeman and freight conductor.

Born in Mt. Olive, North Carolina, he attended high school in Philadelphia, and now lives in Brooklyn with his wife and four children: Patricia, 14; Jewell, 12; Cheryl, 11; and Michelle, 4.

Mr. Wright served with the United States Army in infantry and armored outfits during 1945-47, was stationed in France and Germany and came out as a sergeant.

His main hobby is working with teen-age boys through the Grammercy Boys' Club and independently in his neighborhood. "I give them advice on many subjects," he says—"how to spend their free time, how to get into clubs, and where to look for a job."

Percy Carney is a gang foreman and relief enginehouse foreman at Chicago. He started on the PRR 22 years ago as a laborer, and advanced as a machinist helper, then machinist, until his appointment as gang foreman last year.

He and his son, Vaughn, 18, has enrolled as a political science major at Colgate University. The other children are Melanie, 15, and Stephen, 14, both in high school; and Kathleen, 12, in junior high.

Mr. Carney, a native Chicagoan, has hobbies ranging from jazz records to chess, and likes to take fishing vacations in Wisconsin.

Hanley Tom, who joined the PRR five years ago, is a relief clerk at Bay View and Wise Avenue yards in Baltimore, Md.

He was born in Towson, Md. His parents were natives of Canton, China. He was named Hanley after the Methodist minister who baptized him.

He attended Baltimore schools and completed a four-year course at The Citadel, famed military college at Charleston, S.C. A bachelor, he looks after his widowed mother.

Bowling is his main hobby. His team, the Chesapeake Five, topped the Baltimore PRR 10-pin league.
Kiwon Kang joined the PRR last February as a junior industrial engineer at Pittsburgh.

He was born in Seoul, Korea, where he attended Kyumggi High School—"the best in Korea," he says. More than 700 alumni of this school are now in the United States, and they hold alumni meetings in major cities. Mr. Kang was raised as a Methodist and was given the Christian name Michael—hence is called "Mike" by friends. In Korea, he studied English, learned American sports—baseball, bowling—and taught horseback riding at a boys' camp.

He came to this country in 1957 to attend Reinhardt College, in Georgia, and Georgia Institute of Technology, where he received a bachelor's degree in industrial engineering.

Mr. Kang, who is unmarried, is applying for United States citizenship. His parents, five sisters and a brother still live in Korea.

Daniel Mendoza is a brakeman on a local switching crew working out of 55th Street Yard, Chicago. He has qualified as a conductor.

Born in Guadalajara, Mexico, he came to the United States in 1940. He worked as a truck driver before joining the PRR in 1950.

His main hobby is fishing in Lake Michigan. He makes an annual trip to Guadalajara to visit his parents, and takes advantage of the opportunity to fish in Lake Chapala, Mexico's largest.

He and his wife, Armandina, have three children: Eva, 15; Frank, 11; and Helene Marie, 3 months.

Mrs. Gwendolyn Williams, secretary to the manager of salary administration, came to the PRR this year after a varied career.

She has worked as accounting technician at the United States Military Textile and Clothing Supply Depot; assistant to a United Steel-workers organizer; executive secretary of the Negro Trade Union Leadership Council; and assistant to the director of the Institute of Contemporary Art, University of Pennsylvania.

Born in Philadelphia, she attended the Levitan Business College and the Wharton School of the University of Pennsylvania.

She finds her railroad job "fascinating—very different from anything I've ever done before."

She has three children: Julie, 19, who works for a pharmaceutical firm; Susan, 14; and Skipper, 8. Her main hobby: deep sea fishing.

John P. Simpkins joined the PRR as a passenger sales representative last February. He had been working as a research chemist at Jefferson Medical College, but made the change because "I like the opportunity to meet many kinds of people."

Mr. Simpkins attended the University of Pennsylvania for one year, concentrating on journalism; then went to Lincoln University, where he won a bachelor's degree, majoring in chemistry. He was editor of the student publication at Lincoln.

He already has had the opportunity to attend to the needs of many special parties of passengers, including the Philadelphia Orchestra. "It's a fascinating job," he says. "There is a lot that can be done to help passenger service, and I'd like to contribute."

Mr. Simpkins says the training he already has had on the PRR "has been excellent. Everyone has gone out of his way to help educate me. My thanks go out to the Company officers who arranged my training program."

THE PENNSYLVANIA RAILROAD COMPANY

August 5, 1964

In accordance with our obligations not to discriminate in employment opportunities in connection with work on United States Government contracts, and to take affirmative action to promote equal employment opportunity in said work, we hereby declare:

1. That we reaffirm that race, color, creed or national origin is not a factor in our hiring, employment, and working conditions.
2. That we encourage all qualified workers regardless of race, color, creed or national origin to apply to us for employment.
3. That we will take necessary action to demonstrate through our selection of employees that we are providing equal employment opportunity.
4. That we are forwarding a copy of this declaration to each of the several unions representing employees of this company and requesting each of them to post this declaration in their respective offices.
5. That this declaration will be posted at our personnel offices at which applications for employment are normally received.

[Signature]
Vice President
Labor Relations and Personnel
Since he was five years old. He has set. Whenever his family plans a trip, he says, "Can we go by train?"

Recently the eager 11-year-old reached the peak of his railroading career: He christened the new train the PRR is operating between Delaware’s two nicknames—Blue Hen State and Diamond State. Also involved in his thinking was the fact that his grandfather had been an engineer at the Lehigh Valley’s "Black Diamond."

As his reward, Tommy received a $25 United States Bond from the Railroad; he was honored guest at a breakfast attended by officials of the State of Delaware and the Pennsylvania Railroad; he was honored guest at the Governor’s residence, presented the boy with a $25 US. bond. Tommy’s prize-winning name for the new PRR train was picked by this committee: G. T. James, publisher, Seaford Leader-News; Hugh Delaney, Station WDOV; C. G. Muddoon, PRR manager of public relations; B. J. Smyth, publisher, Delaware State News; J. F. Beisell, Delaware State Chamber of Commerce; Harold Remley, chief accountant, Delaware Public Service Commission; Col. V. B. Derrickson, PSC chairman.

The PRR agreed to the trial. It programmed a new train, with early morning departure northbound from Delmar, stops at main points en route, and termination at Wilmington, Delaware’s largest city, at 8:20 A.M., in time for opening of shops and offices, and connections with trains for New York and Boston. The return schedule calls for departure from Wilmington at 5:20 P.M., just after arrival of The Senator from Boston and New York, and arrival at Delaware at 7:44 P.M.

The PRR assigned two reconditioned air-conditioned coaches and a diesel. Bargain fares were offered—monthly commutation tickets, 10-trip 6-month tickets. Ladies Day excursion tickets on Wednesdays and Thursdays, and special tickets for children 16 years and under on Wednesdays and Thursdays during the summer.

PRR ads in newspapers and on radio and the name-the-train contest helped publicize the new service.

Colonel Derrickson said to his fellow Delawareans: "Use it or lose it." The experiment will continue till December, when the future of the service will be decided.

Tommy Murray receives engineer’s cap from Delaware Governor Terry, who also presented the boy with a $25 U.S. bond.

One of Tommy’s prizes was privilege of ride in cab of Engineer E. A. Hitchens.

**MAN ON THE RUN**

There are a number of reasons why people call Andrew J. McGraw "Big Daddy." First of all, he’s six feet and 195 pounds. Then he’s the father of four. But most of all, he covers an awful lot of ground.

For the past eight years, the black-haired 27-year-old Mr. McGraw has been an extra block operator—keeping record of train movements and working signals in PRR towers between Pittsburgh and Mingo Junction, Ohio.

He has been a full-time day student at the University of Pittsburgh for almost four years and needs just one more semester’s work to get his degree (he works on the PRR at night). He has played varsity soccer at Pitt for the past three years, and was team captain last season.

He expects to try out for the Pitt varsity football team this fall as a kicking specialist.

He sells insurance in his spare time.

And he is seeking election as justice of the peace of Fayette Township this November.

All of which explains why Andy McGraw thinks the allotment of only 24 hours to the day is a downright blessing.

He doesn’t feel there’s anything special about his routine, but he’s full of respect, admiration and sympathy for what his wife, Elaine, puts up with.

"I call her the widow," he says. "What a job she has—taking care of four kids and the house by herself. I know how rugged that is. I babysit one day."

During exam time, Elaine considers that the children to Grandma’s so Daddy can study in peace. Then Andy, Jr., 8; Mark, 5; and Maureen, 3, take turns calling on the phone and asking when they’ll be able to come home, while Baby Michael, 4 months old, whimpers an accompaniment.

Mr. McGraw, a graduate of South Fayette High School (where he was a football halfback), is majoring in political science and economics at the university’s School of Liberal Arts. He’s also taking courses in accounting and other business subjects in the School of Business Administration.

He expects to graduate in December. He’s beginning to wonder how he’s going to use his hours after that.

"After the kids have a chance to learn what Daddy looks like," he says, "I guess I’ll have to look around for things to do."

Andy McGraw on the run as varsity soccer player at University of Pittsburgh.

Medicare for railroad people—At the age of 65 and over, railroad people are eligible for the same hospital and medical benefits as persons under Social Security, according to the Medicare bill signed by President Johnson on July 30.

The bill provides two types of programs: (1) Hospital insurance, which will be financed by taxes paid equally by the employee and the employer; and (2) medical insurance, to help pay doctors’ bills. The latter kind of insurance is voluntary, and those who want it will pay $3 per month. Application forms will be mailed out by the Government.

Both these programs begin on July 1, 1966.

The hospital insurance program will provide:

- Sixty days of hospitalization, for which the patient will have to pay only $40. Thirty additional days will be provided at a cost of $10 per day.
- Twenty free days of nursing home care and 80 additional days at $3 per day.
- Twelve free days of home care.

A hundred visits at home by nurses or technicians.

Separately from this, Railroad Retirement taxes are scheduled to go up on January 1 by 0.225 percent on the first $6,600 of an employee’s yearly earnings. For those earning $6,600, this will mean $23.10 per year. The employer will pay an equal amount for each employee. This tax will gradually increase until it reaches 0.8 percent in 1985.

Free folder about Horseshoe Curve—The history and engineering of Horseshoe Curve, PRR’s most famous scenic feature, are told in an attractive folder by the Altoona Area Chamber of Commerce. A free copy may be obtained by writing to the Chamber of Commerce, Penelec Building, Altoona, Pa. 16601.

Objections flood the canal—The proposal to build a canal linking Lake Erie and the Ohio River has aroused 265 written protests from individuals and organizations. Included among the communications is a 650-page report filed by the Upper Ohio Valley Associates. This detailed study contends that for every 20 cents in benefits that are supposed to come from the canal, the taxpayers would have to pay $1.

PRR endorses merger report—The Pennsylvania Railroad and the New York Central did not file any exceptions to the merger approval report issued by two examiners of the Interstate Commerce Commission. PRR Board Chairman Stuart T. Saunders and New York Central President Alfred E. Perlman state that the examiners’ report confirms that the merger of the two railroads is in the public interest, and they expressed confidence that the Commission will approve it.

Replies to exceptions made by others were filed on August 16. Oral argument before the full Commission will be held on a date to be announced.

Yard rebuilt at Chicago—Expansion and modernization of 59th Street Yard has been completed. The 42-track yard is now equipped with a retarder mechanism that registers the speed and weight of each car, so that the proper amount of pressure can be applied to the wheels. This helps guide cars to a soft coupling and helps prevent damage to siding.

New TrucTrain ramp at Kalamazoo—A new loading facility at this Michigan city is the latest development in the PRR’s expanding piggyback service. PRR people handled 114,470 loaded trailers during the first six months of this year.

Free-wheeling for passengers—Luggage carts are now available to passengers without charge at Pennsylvania Station, Pittsburgh. Arriving and departing patrons may use them between train platforms and the driveway outside the station. Redcap service will still be available during the hours when most trains arrive and depart. Carts are also available at Union Stations used by the PRR: Chicago, Cincinnati, Louisville, St. Louis and Washington. The new cart is shown being demonstrated by Mildred Paich, PRR Personnel stenographer.

The campaign against accidents—In the first six months of 1965, the PRR registered an 8 percent reduction in the employe injury rate. Leading the 12 Divisions in the President’s Safety Contest is Northern, with a rate of 4.99 injuries per million man-hours of work —33 percent below 1964. The other Divisions, in order of the injury rates, are: Southwestern, 5.90; Harrisburg, 5.91; Chesapeake, 7.35; Allegheny, 8.51; Pittsburgh, 9.11; Philadelphia, 9.84; New York, 10.23; Lake, 12.65; Chicago, 13.93; Fort Wayne, 15.76; Buckeye, 16.10.

Open Line Reports from All Over

Thank you for placing my name on your mailing list. I started my career with the company in 1917, and after a hitch in the Navy during World War I, I had continuous service as Fire Marshal of the Renovo Division and a year in the Renovo Shops. I retired Sept. 1, 1964. After serving the company for 47 years, I am still a booster for the Railroad.”—H. S. Neely, Renovo, Pa. (The Pennsy mails six issues per year—Jan. 1, March 1, May 1, Sept. 1, Nov. 1—to retired employees without charge. Those not on the list may be included by writing to Penny Circulation Desk at the address below, giving retirement date and present address, including Zip Code.)

“Want to thank you for the time and effort which you spent on the day of the lunch for the scholarship winners. It was a very exciting day for my mother and me. We enjoyed the lunch and the sightseeing trip. Everyone was so courteous and made us feel so at home.”—Joseph D. McKelvey, Pittsburgh, Pa.

“In the May 1 issue of the Pennsy, you stated that Series E Savings Bonds did not draw interest after 17 years and 9 months. I inquired about this at my bank, and they told me all E bonds issued back in 1941 were still drawing interest. I thought maybe you would like to correct this matter in the next issue.”—Mrs. E. L. Barley, Bellwood, Pa.

“We’re both right. E bonds bought in 1941 are still drawing interest. That is because the original 10-year period was extended by two additional periods of 10 years, which enables these bonds to draw interest till 1971. E bonds bought in 1965 draw interest for 7 years and 9 months, and it is expected that this period will be extended by 10 years; hence the Pennsy’s statement that interest accrues for 17 years and 9 months. It’s possible, though, that at the end of that period, there will be additional extensions.”

“I would like to know why there are always stories about the people in the Harrisburg and Pittsburgh areas of the Pennsy Railroad. There is also a New York Division too, in case you might have forgotten.”—Ann T. Wisniewski, Jamaica, N.Y.

(We cover as many points as we can, as often as we can, but you know the vast extent of our System. Anyhow, thanks for the gentle nudge. We’ll work on a New York Division story very soon.)
I’m Flattered

Men are responding to me. I mean that railroad men are paying attention to the things I’ve been saying about preventing damage to freight. They’re handling cars with more precision. Now, what could be more flattering to a woman?

Railroad men who handle all freight cars skillfully can be proud of themselves. And they can be sure that Miss Careful Handling is pretty proud of them, too.