Their assignment is "TOMORROW"

Every day, thousands of people drive past a 215-acre plot near Port Newark, N.J., and see a barren, weed-infested tract, with seagulls the only inhabitants. When Vincent J. Floyd looks at the same spot, he sees a bustling concentration of industrial plants, with thousands of workers scurrying about, and PRR crews switching an endless stream of freight cars. He sees that by the simple process of looking into the future.

To Mr. Floyd and the other men of the PRR Industrial Development Department, their assignment can be summed up in one word: Tomorrow. It’s their job to bring in to PRR territory the new industries that will produce carloads for PRR men to handle in the years to come. They thus help assure the future of the Railroad and its people.

The raw material these Industrial Development men work with is the thousands of acres of vacant land the PRR owns for potential industrial use, plus other tracts of land, located on the PRR but privately owned, which the owners might be persuaded to sell to new industries. It often takes a trained eye to see the industrial possibilities.

“Take this 215-acre tract near Port Newark,” says Mr. Floyd, recently appointed general manager of industrial development. “It doesn’t look like much now. But picture it covered with fill, drained and graded, with access roads built, utilities run in, and new rail sidings in, and new rail sidings...”

“Why, this will become a prime

Sites for new industry—and tomorrow’s traffic—are studied by V. J. Floyd, general manager, industrial development, and D. B. Lenny, asst. general manager.

industrial location—snack in the middle of the greatest concentration of population and industry!”

That’s the kind of vision and planning that enabled Industrial Development men to help almost 1000 new industries to settle along the PRR during the past five years. These industries have meant about 85,000 jobs—and a quarter of a million carloads of freight for PRR people.

Such developments have wrought changes in many a community. Take, for instance, the saga of Buck Hill Bottom.

Ten years ago, this Ohio River community and much of the surrounding county was steadily declining, with the fall-off in mining jobs and the exodus of the community’s young people to the cities. But men of the PRR Industrial Development and Real Estate Departments saw tremendous potential in the area. They assembled 1000 acres of land along the river and set out to attract new industry.

Demons of fhooks were approached. Finally, Olin Mathieson and Revere Copper and Brass joined forces to build a giant aluminum plant.

And suddenly an important new source of jobs had magically appeared, stimulating the entire area, and enabling the communities to hold on to their young people.

Currently, the future is similarly brightening for Lordstown, Ohio, west of Youngstown. General Motors is building a new Chevrolet and Fisher Body assembly plant on more than 1000 acres of land adjacent to the Railroad. This will mean many industrial jobs—and many carloads for the PRR.

George D. Carnes, assistant manager of industrial development at New York, recalls that Freehold, in Monmouth County, N.J., had just one industry in 1956—a small rug-making firm. And then the PRR was able to show the Brockway Glass Corporation the advantages of building a plant on 155 PRR acres, and local utility and community officials were induced to put in the needed water, electricity, gas and sewer lines.

The new plant hired more than 300 workers, and Freehold’s future took a bright turn. So did carload figures. Any industry interested in a new plant site can get a quick and complete rundown on possibilities from PRR Industrial Development men—without any expense, of course.

There are PRR Industrial Development offices in nine cities: Chicago, Indianapolis, Cincinnati, Cleveland, Pittsburgh, Buffalo, Baltimore, Philadelphia and New York.

Each one maintains a file of maps, aerial photographs and fact sheets about all the parcels of PRR industrial land, as well as privately-owned land adjacent to the Railroad. The PRR men can answer questions about cost, zoning laws, power, water, even about soil, rock formations, and mineral deposits.

“Of course, we don’t just sit around, waiting for customers,” says Mr. Floyd. “Our men are constantly making calls, trying to match up each available site with a suitable industry. On many occasions, we’ve been able to help a company save a lot of time and expense by coming up with exactly what they had in mind—or even something better.”

As soon as Industrial Development has won a customer’s okay, other PRR departments enter the picture. The Real Estate Department arranges sale of the property. The Engineering Department arranges for construction of any needed trackage.

The Sales Department explores any special needs of the industry in service and rates. The Transportation Department sets up switching schedules. “And, finally, it’s the job of all PRR people who deal with the new industry to make it feel welcome on the PRR and to provide the kind of service that will help it prosper,” says Mr. Floyd.

“I might add that all PRR people can help us in our never-ending hunt for new industries. If you hear about any company that is considering a move or is planning to expand, pass the word to your supervisor or directly to the nearest Industrial Development office. You can be sure we’ll waste no time in following through.”

Steel goes up for General Motors’ Chevrolet and Fisher Body plant, Lordstown, Ohio.

R. A. Teichman heads 3-man PRR geology staff that probes for mineral resources and other data of interest to industry.

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New PRR siding will serve new Stouffer Chemical Co. plant at Jamesburg, N.J.

At new Fedders Corporation plant in Edison, N.J., PRR’s G. D. Carnes reviews plans with Nino Palescandolo and C.L. Osterkorn, Fedders officials. The cover shows construction in new storage area.
Q. Are railroad employees and their families covered by the New Government health insurance programs?
A. Everyone who has reached age 65 and who is receiving a monthly benefit of any type from the Railroad Retirement Board is eligible. Also eligible are railroad employees aged 65 and over who have not yet retired. Their wives and any other members of their families will also be eligible if they are aged 65 and over.

Q. What type of protection do the health insurance programs provide?
A. Two insurance programs for aged persons were established by the new legislation. The first is a hospital insurance plan that will pay most of the costs of hospital and related care. The second is a voluntary medical insurance plan that will pay a substantial part of doctor bills and certain other medical expenses.

Q. Do persons 65 and over have to pay for the hospital and medical insurance?
A. They will not have to pay for hospital insurance—this program will be financed by special taxes on people now working and their employers. But a person who enrolls in the voluntary medical insurance plan will pay $3 per month for this additional protection. The Federal Government will contribute matching amounts.

Q. When do the health insurance programs go into effect?
A. Both the hospital and the medical insurance plans will begin July 1, 1966.

Q. How can aged persons who are receiving monthly benefits from the Railroad Retirement Board participate in the health insurance programs?
A. They will automatically participate in the hospital insurance program. They will be mailed a form on which they can apply for the voluntary medical insurance coverage. If a beneficiary enrolls in the medical insurance plan, the premiums will be deducted from his monthly benefit checks.

Q. How do persons 65 or over who have not yet retired participate in the health insurance plans?
A. They can obtain information about participating at any Railroad Retirement Board office. Proof of age will be required along with an application.

Q. Is there a time limit for enrolling in the health insurance programs?
A. There is no time limit for joining the hospital insurance plan, but there is for the medical insurance plan. Persons born before January 2, 1901, can enroll in the medical insurance plan from September 1, 1965, through March 31, 1966. Persons born after January 1, 1901, will have a 7-month initial enrollment period that begins 3 months before the month in which the individual attains age 65.

Q. If an individual does not join in his initial enrollment period, can he enroll at a later date?
A. There will be other enrollment periods; but persons who join in a later period will be charged higher premiums and will have a longer wait before coverage begins than if they had enrolled in the initial period. The longest you may postpone joining medical insurance is 3 years after the end of the first period in which you could have enrolled.

Q. When will employees begin to pay hospital insurance taxes?
A. Beginning January, 1966, each employee will have a payroll deduction of 0.35 percent of the first $6000 of yearly earnings. For most employees, this will come to $23.10 per year. The Railroad (like other employers) will pay an equal amount for each employee. This tax rate will go up gradually over the years, reaching 0.8 percent in 1987.

best foot forward

At the conclusion of the Herald Tribune East, a freight train in New York City, an effort that annually sends many underprivileged children of New York to the seaside for summer vacations, Mrs. Moses Stoltzfus, Chester County coordinator for the drive, wrote the PRR:

"I would like to thank you for arranging for moving the children from New York City to Chester County, a warm and sincere thank you.

"Our arrangements avoided even the slightest delay in returning the children to the city and we arrived in New York relaxed and singing the praises of the Pennsylvania Railroad. The engineer even stopped our coaches near the stairs to the upper level, eliminating a long trek with baggage in hand."

"Your answer to our inquiries indicates excellent work on the part of the carriers involved; however, the service is ours for the asking."

From H. I. Scurlock, of the Blaw-Knox Company in Pittsburgh, come laudatory words for clearance engineer Lee Retten:

"Your answer to our inquiry indicates excellent work on the part of one of the best clearance engineers in the business. It will seem that requests of this nature require hard work and considerable expense on the part of the carriers involved; however, the service is ours for the asking."

From E. S. Scoular, of the Boll-Knox Company in Pittsburgh, come laudatory words for clearance engineer Lee Retten:

"Your answer to our inquiry indicates excellent work on the part of one of the best clearance engineers in the business. It will seem that requests of this nature require hard work and considerable expense on the part of the carriers involved; however, the service is ours for the asking.

Edythe Rubinson of Penney, Pa., wrote after a trip to New York: "As we were coming to the station, Conductor F. P. King offered his services to the ladies with their baggage. Our lady sought his aid, but was asked for small change. Mr. King didn't have it, but got it from another passenger. Will you let Mr. King know how much we received nothing from him, appreciated his thoughtfulness to others?"

"The service provided the Philadelphia Corporation by the Pennsylvania Railroad was excellent," wrote Marc J. Parsons, Philco Vice President, Public Relations and Advertising.

"The personnel assigned to our car were courteous, pleasant and efficient and the arrangements were handled without flaw. Much of the credit should go to Charles F. Wilson, Jr., who was particularly helpful."

Mr. Wilson is a sales representative in the office of the Philadelphia district passenger agent.

From Mrs. Henry F. Wiens, of Washington, D.C., comes a pat on the back for Conductor George C. Norris, who works trains between the Nation's capital and New York City:

"Mr. Norris was very kind in helping with our Congolese boy who was with us. It is a pleasure to have him on our train."

The boy speaks little English and was nervous about the trip. Mr. Norris' attitude was most reassuring," she concluded.
It's sign-up time at Railroad YMCA's

They still do that, but many also provide recreation facilities for railroaders' families and the general public.

By joining the Y, railroad men help themselves and their communities.

For its part, the YMCA is constantly seeking ways to improve its services.

An example is the new health club that was recently opened by the Railroad Y in Union Terminal, Washington, D.C.

The club has within its pine-panelled walls the most modern exercise equipment available. An especially popular attraction is the authentic Finnish Sauna baths, in which temperatures are brought up to 240 degrees while the occupants shed perspiration and poundage. It only sounds brutal. Satisfied users of the baths keep coming back, say Y officials.

Health club dues are $50 per year, in addition to the $5 annual YMCA fee. However, Y members who wish to use the club only occasionally may do so for $1 a visit. The only extra charges are for massages and sun lamp.

He tells the story of old locomotives

The new tank car, described in previous issues of The Pennsy, will have 140-ton capacity, and will be able to take up to 38,000 gallons of liquid freight—more than three times as much as a standard tank car. It will be able to run in high-speed freight service.

Active and retired PRR employees are eligible in this contest.

Closing date is October 15. Entries postmarked after that cannot be considered by the judges.

Last chance to enter Name-the-Car Contest

The toys, he tells fellow collectors who gather at his Clifton Heights, Pa., home, are not copies of any existing or extinct engines or cars. Most of them existed only in the toy-maker's imagination.

The oldest toy engine he has was made in 1905—an Ives "O" gauge engine. The estimated 800 toy items have added a new dimension to a many-sided railroad hobbyist.
The spirit of the entire project is expressed in a sign on the basketball court, to which Mr. Hunt and Mr. McCasky added, "a Collection Station." It reads:

"At the PRR station..."

"Coshocton's civic garden...

"...where you will see artistic arrangements of plants and other items."

"Let us beautify the path as we open the station."

"Enjoy the beauty of this garden..."

By the late Harry Richden, a part-time landscape designer, was given a budget and made the plan. Which way we cut, the world may see.

George Chase, a part-time landscaper, was given a budget and made the plan. Which way we cut, the world may see.
Some advice on how to find GOLD

Every summer, Paul E. Hawk spends his vacation prospecting for gold, and he generally finds it. It may be only a few dollars' worth, but it's real gold. And it's always exciting.

Mr. Hawk, a PRR passenger conductor between Fort Wayne, Ind., and Crestline, Ohio, declares: "There's more gold still lying around than has ever been found. You can find some gold in almost any stream in the Rocky Mountains.

"But finding enough of it to get rich—that's something else."

Mr. Hawk became interested in gold prospecting in 1931, the year he began a six-year stint with the National Park Service in Yellowstone National Park.

There he did a little bit of everything, including moving mounds of earth around with a bulldozer. Now and then, the bulldozer would uncover a good-sized nugget.

"You weren't allowed to prospect for gold in Yellowstone—you weren't even supposed to think about it," he recalls. "But a lot of times, you'd see one of the fellows bend over and pick up a nugget and put it in his pocket."

Mr. Hawk began prospecting on neighboring land on his days off. And that has been his hobby ever since. For this purpose, he generally spends his vacations in the West.

His biggest single-piece find so far has been a nugget about the size of a lifesaver, weighing almost an ounce and worth about $35.

Whatever he finds, Mr. Hawk sells to private rock collectors.

"You get more for it than if you sell it to the Mint," he says.

Small rock specimens containing gold and streambed nuggets may be sold privately; but substantial finds of ore must be melted and sold to the Government.

Although he generally finds some gold on his vacation-time expeditions, Mr. Hawk points out that he has never been able to meet expenses.

But prospecting, he says, is its own reward; the fresh air, sunshine and scenery more than make up for any lack of the yellow metal.

Getting started in gold hunting is simple, Mr. Hawk says. A pick, shovel and pan are all you need.

"The shovel enables you to get through the dirt and pebbles of a stream bed to the rock below. The pick enables you to split the rock to find any gold lurking in the crevices.

The prospector's pan, which looks like a pie plate, is used to find nuggets or might be mixed in with the gravel and sand of the stream bed. You scoop up a panful, and gently shake it in a circular motion, letting the gravel and sand of the stream bed settle to the bottom of the pan.

You scoop up a panful, and gently shake it in a circular motion, letting the gravel and sand of the stream bed settle to the bottom of the pan.

Working this way, a knowledgeable prospector can expect to average about $20 in an eight-hour working day, Mr. Hawk says.

Moss-covered rocks in stream beds are an especially good place to look, Mr. Hawk adds. The moss tends to trap fine gold particles. You scrape off hunks of moss and use your pan to separate the precious dust.

The most lucrative streams are in the Rocky and Cascade mountains, he says.

The area around an abandoned gold mine is another good place to hunt, he says. "The mine may be played out, but somewhere in the vicinity there is always more," he declares.

Be on the lookout, too, for places where floods or earthquakes have uncovered rock formations previously hidden and untouched. Last summer, for example, Mr. Hawk prospected in a portion of Northern California pushed by spring floods, and although he personally didn't find much, several other prospectors made some "real good strikes."

Still another promising prospect are places where glaciers have ground up rocks as they advanced, and then melted back, leaving a line where desirable metals can readily be hunted.

Such a glacial line, dating back to the last great Ice Age, can be traced through Pennsylvania, Ohio and Indiana, although Mr. Hawk has not heard of any substantial amount of gold being found this far east.

He plans to pursue the glacial line theory in the Yukon next summer.

"They had quite a gold rush up there about sixty years ago," he says. "Now some of the glaciers have moved back as much as 100 feet."

"There are fresh fortunes to be made," he says hopefully.

While hunting for gold, keep an eye out for other metals, Mr. Hawk advises.

"Suppose you stumble on a find of cinnabar, for example," he says. "That's the stuff they get quicksilver from, and the price of quicksilver has tripled in the past few years."

"Even picking up interesting rocks you come across is worthwhile, because nowadays there are so many collectors who will buy them."

All in all, Mr. Hawk concludes, you're bound to get enjoyment as you hunt for the pot of gold at the end of the rainbow.

"Even if you don't find anything," he adds, "you can always fish.

Another giant to join PRR's freight fleet

Why are freight cars getting bigger and bigger? Because the more freight you can haul in a car, the less it costs you per pound to haul it, and the lower the rate you can offer the customer.

And low rates are a prime selling point for winning business that now moves by other transportation.

The New-Look Pennsylvania Railroad is taking pioneering steps in this new direction.

Last month it announced plans to build two super-jumbo tank cars for chemicals and other bulk liquids. (These cars are the subject of the Name-the-Car Contest. See Page 3.)

Now the PRR announces plans for a giant covered hopper car, to haul dry bulk freight.

This covered hopper will be the biggest on American rails. It will be more than 70 feet long and 10 1/4 feet wide, with cargo room of 6500 cubic feet and a load capacity of 150 tons.

This car, like the two new tank cars, will be assembled by men of the PRR's Samuel Rea Shop.

These cars will ride on 6-wheel trucks instead of the usual 4-wheel trucks, so as to distribute the weight and avoid damage to tracks.

Because of this, the new cars will not require special routing or speed restrictions. They will be able to run wherever standard 100-ton cars can run, and at hotshot speeds.

The covered hopper will serve as a demonstration car to show shippers of dry bulk freight the efficiency and economy of this big-load method.

Mr. Hawk still uses method of the Klondike prospectors, as shown in 1897 photo.
They ride herd on 3½ MILLION HORSEPOWER

The men of the PRR's Motive Power Control Bureau handle the reins on more horsepower than Ben Hur did.

3,661,280 horsepower, to be exact.

Under the direction of Richard E. Pinkham, these men assign and keep track of the Pennsylvania's 2,346 diesel locomotive units.

It's a job that demands precision and rapid communication. From the bureau's office in Philadelphia, special telephone lines link up with eight PRR cities. Any time a movement director in one of these cities has to call the Bureau, he taps a button three times and the phone rings in Philadelphia.

"Got to have three big units at 7 A.M. tomorrow—we'll have 120 cars of coal ready," the message might be.

"We'll have two coming in with a train of empties and one out of the shop—we'll give you those," might be the reply.

That kind of talk goes on all day—and all night, too. The Motive Power Control Bureau never closes.

The bureau was first set up in November, 1951, when the importance of central control and assignment of diesels became apparent.

"The Railroad had been acquiring diesels for some time—the first one had come to work back in 1937," says Mr. Pinkham.

"But each one was assigned to specific runs and kept on those runs. The idea was to get the most mileage possible out of these locomotives and to learn everything possible about their performance characteristics.

"During the days of steam power, each Division had its own assigned engines. That system worked fine, since a steam locomotive generally traveled across only one Division, or two at most, before it had to stop and have its fire cleaned and ash pan dumped," Mr. Pinkham explains.

But with the increase in diesels, which could travel clear across the System with no stops except for fuel, a new method of control was needed. The special-run method, which had worked well when there were few diesels, was no longer adequate.

Control on a System basis was the only possible answer. And the Motive Power Control Bureau was born.

Today, in an office on the 17th floor at System headquarters, men sit at phones around the clock and keep record on large charts of the location of every one of the PRR's road diesels.

Each trick has a Supervisor of Locomotive Control coordinating the work. In the morning, it's Walter H. Schoonover; in the afternoon Thomas F. Flanagan takes over, and George J. Abdoo presides over the night trick. Ralph L. Gregory serves as relief supervisor.

In all, there are 17 men in the Bureau.

They deal, for the most part, with nine of the 12 movement directors all over the PRR System. The Philadelphia, Chesapeake and New York Divisions, which mainly use electric locomotives, are handled through the 'Electric Desk.' This is a smaller version of the diesel bureau and is located in Philadelphia's 30th Street Station.

Besides seeing to it that there is a locomotive for every freight train, Mr. Pinkham's men also must make sure that the right kind of locomotive is sent to do the job.

Diesels are classed by their general job assignments: passenger, freight or switcher.

There are three sizes of freight locomotives to choose from: small, large and "green giants." The names were made up when the locomotives first came along. Since diesels keep growing in power, new names will have to be thought up.

It was Jack Milliron, second-trick assistant supervisor, who came up with the "green giant" tag for the 60 largest diesels on the PRR. These are 2500 to 2800 horsepower t Tina, driven by six motors and weighing nearly 200 tons.

How these different types of locomotives are spotted around to meet the needs of the System is explained by Mr. Pinkham in this way:

"Suppose you need some locomotives to haul coal from West Browns-ville—that's south of Pittsburgh—and there aren't enough coming from Conway or Pitcairn. You'd like to send a locomotive from Altoona to do the job.

"Then suppose you find that all locomotives at Altoona are needed to haul coal to Enola—across the river from Harrisburg.

"So you see if you can get an engine from Enola, but you find that there are ore trains coming in from the East Coast and engines are needed to haul them west.

"So you wind up calling on an out-lying yard, such as Philipstown, which happens to be able to spare the engine you need." The 100 new diesels ordered for delivery beginning late this year will ease such problems, Mr. Pinkham says. Eighty of those will be the heavy-duty "green giants."

One of the biggest, most complicated tasks ever undertaken by the bureau was completed this year:

Some 500 diesels were shifted around so that only two maintenance points on the Railroad now have more than two makes of engines to service.

Before the transfer, four shops had five different makes of engines, and 13 others had three makes. That meant that parts for each type had to be stocked.

Now, as a result of the transfer, made between April and June, maintenance is facilitated, supply arrangements are simpler, and there is little time lost for lack of needed parts.

This means that diesels can spend less time in the shop—more time pulling their weight in PRR train service.

"We sometimes have quite a job convincing people that what we are doing is for the overall good," Mr. Pinkham says.

"Take the fellow who has an engine that was built today, but knows he will need that engine tomorrow to move a train.

"We have to really argue sometimes to convince the man that he should let that engine go somewhere else where it is needed immediately and that we will get him another engine for his work tomorrow."

And beyond that, there is the "matching up" task. That means that when a locomotive is sent to another place, it shouldn't lazily travel light—it should be given cars to pull.

And this matching is successfully arranged in 97 percent of cases.

Neither should a big engine be sent to do a little engine's job, nor a little engine assigned to an oversized task.

On top of that, the Bureau tries to anticipate the needs of its yards. Engines often are on their way to meet the requirements of some hard-ried yardmaster even before he telephones his request to the Bureau.

With all that split-second timing going on, you can understand why Mr. Pinkham says, "Things get lively around here sometimes."

PRR diesels are (shown at left) W. H. Schoonover, L. L. Wright and R. H. Bodine.
N&W and C&O reveal merger plans

—The chief executive officers of the Norfolk & Western and the Chesapeake & Ohio have made public a plan to combine these two railroads, to include, under specified conditions, five other roads—Erie-Lackawanna, Delaware & Hudson, Boston & Maine, Reading, and Central of New Jersey.

They said they expect to file an application with the Interstate Commerce Commission before November 1, if their stockholders approve. Under the plan, the two independent systems that are now competing with the PRR and the New York Central would become a single system.

"This new proposal makes it absolutely necessary that the Pennsylvania-New York Central merger be approved at an early date," said PRR Chairman Stuart T. Saunders and New York Central President Alfred E. Perlman, in a joint statement. "The proposal clearly points up the close cooperation which has developed between the two railroads since C&O control over the Baltimore & Ohio was made effective two and a half years ago, and the N&W-Nickel Plate-Wabash union took place about a year ago.

"The existing independent C&O and N&W systems already have shown their competitive force against the Pennsylvania and New York Central railroads, and the proposal emphasizes their determination to press these advantages even more vigorously in the future."

Meanwhile the Interstate Commerce Commission has set October 20 as the date for oral argument on the PRR-Central merger. Two examiners for the I.C.C. already have recommended approval of the merger. The hearing on October 20 will be before the eleven members of the Commission.

Scholarship announcement—Students who wish to apply to the PRR for 1966 college scholarships should write to W. Knist, Vice President, Labor Relations and Personnel, Pennsylvania Railroad Company, Philadelphia, Pa. 19104. They will receive all necessary information, including application forms. The forms must be filled out and returned by October 29, 1965, if the student wishes to take his college entrance examination on December 4; or by December 1, if he wishes to take the examination on January 8, 1966.

Applicants for scholarships awarded by the Women's Aid of the Pennsylvania Railroad System will take the Scholastic Aptitude Test. These scholarships are open to sons and daughters of living, retired or deceased employees, for any approved college course.

Applicants for scholarships awarded through the Frank Thomson Fund will take the Scholastic Aptitude Test and also the Achievement Tests in English, intermediate mathematics, and physics or chemistry. These scholarships are open to sons of living or deceased employees, who desire a technical or education.

Auto shipments keep rising—PRR haulage of new automobiles to market, up more than 80 percent this year, is contributing substantially to the remarkable record of American railroads, which hauled more than 2,900,000 new motor vehicles in the first half of 1965. That hauled than 6 percent more train miles this year, and more than 40 percent this year. During the first eight months of 1965, the PRR hauled 415,000 new motor vehicles.

World's Fair travel is up—Despite the fact that attendance at the New York World's Fair is below last year's figures, the PRR's extra trains for Fair visitors operated 6 percent more train miles this year, with an average of more than 8 percent in revenue.

Railway Women elect officers—Mrs. Leatha E. Taylor, Revenue Accounting clerk at Philadelphia, was elected national second vice president of the National Association of Railway Women, at its convention in Portland, Ore. Mildred Scallon, office manager to the PRR district sales manager at Kansas City, Mo., has been elected president of the Greater Kansas City chapter.

New high for TrucTrain—PRR people handled more than 5100 loaded truck-trailers in piggyback service during the week ending September 4. This was the busiest week in TrucTrain records. There was also a new high for Plan III shipments, in which shippers provide their own trailers. The PRR hauled 1860 loaded trailers under this plan.

For a devoted train rider—The little gentleman known as Johnny has been plugging Philip Morris cigarettes for 30 years. During all his travels across the United States, he has always insisted on riding trains. Recently he reached an important milestone. In ceremonies at Chicago, PRR General Passenger Agent W. L. Millar presented Johnny with a trophy locomotive and a brass plate reading: To Johnny of Philip Morris—In Appreciation of His Half-Million Miles of Travel by Rail.

Johnny, who is 47 inches high and weighs 80 pounds, got his job in 1935, when he was a bellboy at the Hotel New Yorker. His bell-like voice attracted the attention of an advertising man. On a hunch, he gave Johnny a dollar bill and asked him to page "Philip Morris." Johnny passed the audition, and immediately was started on his career as a "living trademark." Johnny now has a lifetime contract with the cigarette company, and his salary compares favorably with that of many top stars.

"Classification yard?"
Why does Gang Foreman Ken Rishel get such a warm greeting?

Answer:

He brings home The Pennsy

This publication is produced with all the family in mind. Please oblige us—and them—by taking The Pennsy home.