The Pennsylvania Railroad launched its bid for a larger share of the chemical industry's transportation business last month when the giant new 38,000-gallon "Rail Whale" tank car carried its first payload.

The super-jumbo car, built by the PRR to demonstrate low-cost transportation of bulk liquids over long distances, was loaded with styrene, a plastic. The receiver was the Foster Grant Company, Inc., large chemicals and plastics manufacturer, at Leominster, Mass.

Loading was done by the Gordon Terminal Service Company at McKees Rocks, near Pittsburgh, following delivery of the chemical to Pittsburgh by barge from the Foster Grant production plant at Baton Rouge, La.

Observing the first loading, Charles V. Sleeth, marketing manager for chemicals at Foster Grant, said to PRR people:

"I want to congratulate the Pennsylvania Railroad on the creation of this giant tank car. It is another important move forward in economical transportation, and we at Foster Grant are proud to share in this event as the first company to use the new car."

The new car is one of two developed by the PRR following extensive market studies of chemical producing and consuming areas. The cars can haul 150 tons of chemicals or other liquids, the highest capacity of any freight unit ever built for movement in scheduled fast freight service.

The Pennsylvania does not plan to enter the tank car business as a builder or fleet owner, but will carry through the experimental phase to encourage private car companies to extend to their fleets the new principles developed by the PRR's Sales and Mechanical Engineering men.

The cars were assembled in the PRR's Samuel Resa Shop, Hollidaysburg, Pa. One car will carry commodities that must be kept under pressure. The other will transport liquids not requiring pressurized handling.

In order to carry 150-ton loads without damage to rails or bridges, these cars ride on six-wheel trucks at each end, in place of the usual four wheels. Distributing weight over 12 wheels permits the cars to operate without route restrictions.

The Rail Whale looks like a whale indeed, when compared with a standard tank car.

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Happiness, for the family of John Maynard, Sr., is a drum and bugle corps.

Once a week, Mr. Maynard, clerk in the reservation bureau at Columbus, Ohio, takes his family on a 75-mile trip to Tipp City. There he and his sons, John, Jr., 21, and Thomas, 19, practice with the Golden Lancers, Senior Drum and Bugle Corps, while Mrs. Maynard watches.

The devotion of the Maynards and other members of the corps has enabled it to finish second in its class in national competitions during the past two years.

Mr. Maynard first became interested in marching bands six years ago. His son, John, Jr., then 15, was a member of Satan's Angels, a top-ranking band, in which he played the bass drum. Pretty soon, son Thomas was playing the cymbals in the band. And Dad used to travel with them to see them in action.

When a new band, the Blue Riders, came into being at Newark, Ohio, in 1982 and looked for a director, Mr. Maynard volunteered.

He coached it to a second-place win in a Statewide competition. But the band folded up after that, and Mr. Maynard put himself on the sidelines.

Then one day, two years ago, his sons were practicing with their band and a member of the color guard failed to show up.

"There's a substitute," said John, Jr., pointing to his father in the grandstand.

Mr. Maynard agreed to fill in just for that day.

He's been with the band ever since.

The Golden Lancers are sponsored by American Legion Post 586 in Tipp City. The band travels all over the Midwest, resplendent in black, gold and white uniforms. The whole family, including Mrs. Maynard, goes with it.

"I'm not the oldest member," emphasizes Mr. Maynard. "We have a bugler who's 55. I'm only 47."

This year the band will be playing in competitions at Kenosha, Wis.; Detroit, Mich.; St. Louis, Mo.; Toledo, Columbus and Tipp City, Ohio; Chicago, and Washington, D.C.

Mr. Maynard considers the band to be a fine family experience. He explains:

"It keeps us together, gives us an interest to share, and enables us to get to a lot of nice places and meet a lot of nice people."

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Service with a meow

There isn't much that can stop the Broadway Limited, but a 9-year-old boy and a cat did it one day last month.

The boy had just gotten off the train with his parents at North Philadelphia station, after a trip from Chicago. The train began to move out on its way to New York.

Suddenly the boy cried out, "My cat! My cat!" He began running alongside the moving train, with his father frantically in pursuit.

Stationmaster Thomas J. Carroll instantly surmised what was wrong and signalled to Conductor George W. Meyer, who was standing in a car vestibule.

Conductor Meyer, of the Harrisburg Division, pulled the cord to stop the train. A porter was sent to the room the boy had occupied, and came back with a cat, which had been left behind in an animal carrier.

The boy jumped up and down with delight. "I thought I'd lost him!"

The grateful parents thanked the PRR men.

"We certainly hate to delay this train," said Stationmaster Carroll, "but when it's a matter of a boy and his pet, we have to admit we're licked."
The big cookie drive

Edwin Swita is an easy mark when the Girl Scouts come around to sell cookies.

"I buy more than ten boxes each year," says Mr. Swita, TrucTrain sales representative at Newark, N.J.

"The cookies are tasty—it's a worthy cause—and besides, the transportation of cookies is a substantial piece of business for the Pennsylvania Railroad."

Each year, Mr. Swita makes the arrangements that send millions of cookies rolling over the PRR to Girl Scout troops all over the country.

Between February and May of this year, PRR TrucTrain service will have hauled 475 trailer loads.

That comes to 21,000,000 packages—or 316,000,000 cookies.

Mr. Swita and Mr. Eckels watch loading of Girl Scout cookies in TrucTrain trailer.

There are several baking concerns that make Girl Scout cookies. The one served by Mr. Swita and PRR TrucTrain service is the largest supplier—Burry Biscuit Division of the Quaker Oats Company, at Elizabeth, N.J.

Last year, Burry made more than one third of the 58,000,000 packages of cookies sold by the Girl Scouts.

It's estimated that the Girl Scouts account for a tenth of all the cookies sold in the United States.

The tie-up between Girl Scouts and cookies started back in 1933, when several troops of girls and their mothers baked cookies and packaged them in brown paper bags for sale.

The idea went over so well that the following year a commercial baker was given a contract to bake cookies in the shape of the Girl Scout trefoil insignia. And in 1936, the national Girl Scout organization franchised a number of bakers to supply Girl Scout troops all over the country.

The money earned from cookie sales is used mainly to build and maintain camps and to provide free "camperships" for girls unable to pay for summer vacation. The money is also used to supplement allocations from Community Chests or United Funds for organizing new troops, training adult leaders, and conducting a variety of inter-troop activities.

"So whatever kind of Girl Scout cookies you buy," says Mr. Swita—"whether it's mint or peanut butter or butter-flavored or sugar and spice, you can have the assurance that the munching you do will be for a sound and worthwhile cause."

And even if you have a program, you will have to watch the play closely, because Gerald Gruber may be on and off the stage before you recognize him.

Mr. Gruber doesn't mind playing bit character roles for the Independent Players, Inc., of Columbus, Ohio. For behind the scenes he is a power star of the show.

But even though he is president, Mr. Gruber has no desire to throw his weight around and become the star of the show.

In the group's forthcoming production, "The Most Happy Fella," he will be a member of a quartet singing, "Standing on the Corner, Watching All The Girls Go By."

In a recent production, "The Sound of Music," he played Herr Zeller, the Nazi gauleiter.

He was also a minor character in "Carousel," the company's most successful production.

"Carousel" played to a full house in the Hartman Theater in Columbus. For three nights, every one of the 1096 seats was filled.

"We make a profit for two reasons," says Mr. Gruber. "First of all, we have only three paid staff members—the director, choreographer and piano player. The rest of us work for the fun of it."

"Then, we sell between 85 and 90 per cent of the tickets ourselves."

Mr. Gruber sets a good example.

But that has its problems, too. Royalties must be deposited in advance, and rehearsals start nine weeks before the show opens its two-night stand.

Profits have been running about $1,000 per show. But most of this money is needed to pay the royalty for the next show.

That's show biz.

Gerald Gruber (left) is president of the Independent Players, of Columbus, but he plays only bit parts in the shows. Here he is in "Oklahoma" cast—2nd row, 6th from right.

Each year the Girl Scouts sell one-tenth of all the commercial cookies sold in the U.S.
There's a new look in the PRR's damage-prevention campaign, and her name is Georgia Malick. She's Miss Careful Handling of 1966. She'll be riding the rails to carry the message of safe car handling all over the PRR. She'll visit yards, shops and stations to meet the PRR men who have the responsibility of assuring that freight placed in their care gets where it's going in the same shape as when they received it.

Georgia Malick is a former Miss New Jersey and a finalist in the Miss America contest—"but don't let that distract you from my message," she says. "The point I want to make is that we railroad people have a tremendous role to play. The products that come from the hands of hundreds of thousands of people are entrusted to us to carry across thirteen States. When we deliver the products, they will be used by other hundreds of thousands. All those people count on us to do our part perfectly. "We can't let them down."

Miss Careful Handling has words of praise for PRR yard employes who made a significant improvement in car handling during the first two months of 1966. "If you're interested in figures," she says, "the quality of car handling, as measured by impact recorders, improved by forty percent. That's encouraging indeed! "Please keep up the good work. "During the coming months, I hope to meet many of you personally and enlist you in our campaign to attain the highest possible level of safe car handling.

The contract is a gamble. If Frazier never reaches the heights, Mr. Durham will have spent a lot of time with little reward. "But he's real good," Mr. Durham says confidently. "He was an Olympic gold medal winner and he's getting better all the time." Mr. Durham says he would encourage youngsters to become prizefighters. "I'd encourage my own boy to go into it, if he was interested," he declares. "If you learn how to take care of yourself, you don't have to get hurt. "Look at Sugar Ray Robinson, Joe Louis, Ezzard Charles. They fought for a long time and they still look like they've hardly been touched." The fight game, he asserts, can be healthy, character-building, disciplining and—one of these days, he hopes—rewarding.

If Joe Frazier ever appears on television, Yancey Durham (shown above) will have it made. Joe Frazier is a likely-looking heavyweight fighter from Philadelphia.

Yancey Durham is a PRR welder who trains Frazier during his off-duty hours. "I have a contract with the people who own Frazier, which gives me 15 percent of the gross gate in every fight he enters," Mr. Durham explained. "But I don't think I'd ever quit the railroad. I have too much time in on it."

Mr. Durham has 25 years' service as a welder in the PRR's Philadelphia Division. He used to be a boxer himself, though strictly amateur. "When I want to show my boys something, I get in there and snap a few at them," he says. "I don't let them hit me, though. I'm through with that."

A 198-pound heavyweight, Joe Frazier is so promising that a group of sports-minded Philadelphia businessmen recently formed a syndicate and bought his contract. They give Frazier $100 a week in return for 50 percent of everything the fighter makes, and they retained Mr. Durham as trainer.
Annual Report tells PRR progress

The PRR stockholders, the men and women who own the Railroad, received an accounting last month from the men who manage the Railroad in their behalf.

The details were in the Annual Report for 1965—the 119th report since the PRR was founded.

Chairman Stuart T. Saunders stated that as a result of 1965 improvements, "we have entered 1966 as a more closely-knit and aggressive organization, with better technology, greatly improved plant and equipment, and a broader base of corporate strength."

"A new spirit of teamwork, confidence and pride has been generated," he said.

Mr. Saunders gave special stress to the importance of the Penn-Central merger in the future of the Railroad and its people. The Interstate Commerce Commission is expected to announce its decision soon.

"We are well prepared to begin the transition into the merged Penn-Central system, which will inaugurate a new era of more efficient and more economical service to the public," he said.

The merger "is the greatest single challenge and opportunity before us," Mr. Saunders stated.

"Our ultimate ability to compete successfully not only within the railroad industry but in the entire field of transportation depends on its authorization."

(An Employee Protection Agreement, safeguarding employees following the merger, was described in a previous issue of The Pennsyl.)

The PRR and the New York Central have agreed, as the I.C.C. examiners have recommended, to include the New Haven Railroad in the merged system. The two roads have made an agreement with trustees of the New Haven to purchase this property and operate essential freight services. Negotiations with state and local authorities have progressed toward reaching a satisfactory arrangement for operating certain passenger services of the New Haven.

The net earnings of the Pennsylvania Railroad Company in 1965 were $33.9 million, compared with earnings of $29.1 million in 1964. Consolidated earnings, which included income of subsidiary companies, totaled $70.1 million.

Freight revenues advanced by 4 percent, but passenger revenues declined 5.9 percent.

Dividends paid to stockholders, who include many PRR employes, totaled $2 per share, compared with $1.25 in 1964, 50 cents in 1963, and 25 cents in 1962.

Among other highlights of the Annual Report for 1965 were the following:

**Freight Traffic**

"Our freight revenue ton-miles increased 4 percent. We are moving larger tonnages at lower costs on faster, more dependable schedules."

"Piggyback traffic, including the hauling of new automobiles on multi-level rack cars, was up 11 percent for the year. We carry nearly one-seventh of the total of such shipments handled by the entire railroad industry.

"We transported more than half a million new automobiles during the year, an increase of 82 percent over 1964. Facilities for handling these new vehicles were installed near Detroit, while operations at Pittsburgh, Hagerstown, Md., and Earnest, near Philadelphia, were expanded.

"Kearny Yard, near Newark, N.J., which handles more than 11,000 TrucTrain piggyback trailers monthly, is undergoing its third major expansion since it opened in 1955."

**Coal Traffic**

"The Pennsylvania originated shipments of approximately 28.8 million tons of bituminous coal in 1965, an increase of 9 percent over 1964."

"This growth has been stimulated by a steady increase of unit train and other forms of volume shipments. The success of this concept, which we pioneered in 1963, has led to the expansion of production and installation by coal producers of train loading facilities at 60 points on our railroad.

"Five new mines have been developed by four producers, all of them designed and equipped for the fast loading of unit trains. An additional five similar mines are in process of opening.

"We have authorized construction of a new high-capacity coal pier at Ashtabula on Lake Erie, scheduled to begin operation in the spring of 1969. Our coal-handling facilities at South Amboy, in New York Harbor, and at Buffalo are being modernized.

"The outlook for substantial increases in coal tonnage in 1966 is bright, as favorable rates made possible by unit trains bolster our participation in the expanding electric power generating market."

**New Equipment**

"During 1965 we acquired 1904 new, high-capacity freight cars, virtually all of which were specially equipped to meet specific needs of our shippers and to adapt our services to changing traffic patterns. We now own 87 types of freight cars, more than double the 39 of ten years ago. We have the largest specialized fleet of cars of any railroad.

"Acquisition of 150 heavy-duty diesel-electric locomotives with ratings of 2500 horsepowser or more will provide faster and more dependable freight service.

"In 1966 we will add another 100 diesel units and more than 4000 cars."

**Computer Techniques**

"During the year we applied computer techniques to ever wider areas of data processing and information communication."

"The Pennsylvania's system, already one of the most advanced in the railroad industry, was developed further by installation of an Instant Car Location procedure as part of our reporting of freight car movements."

**Passenger Operations**

"The Pennsylvania is pursuing a policy of improving passenger service which is essential and has a potential for patronage, while seeking discontinuance of trains demonstrated to be unnecessary by a lack of public use."

"Long-haul passenger traffic continued to be a heavy drain on our resources, but we had some encouragement in prospects for medium and short-range traffic."

"Approximately 48 cents of every dollar of net freight operating income was consumed by our 1965 passenger losses of $41.8 million."

**Commuter Services**

"Significant progress was made during 1965 in renovating and improving service on our passenger commutation lines which have incurred heavy deficits for many years."

These are some of the photographs in the Pennsylvania Railroad's Annual Report for 1965. Above, one of the PRR's recently established solid mail trains leaves Washington. Lubricating oil for diesel locomotives is checked by the PRR Test Department to assure best performance. A companion test looks for metal particles that indicate engine wear.
As acceptance grows of public responsibility for preserving rail passenger service as part of urban mass transit, increased financial assistance is being provided by local and state governments.

The Commonwealth of Pennsylvania enacted legislation allocating funds for testing and demonstrating faster rail passenger service between New York and Washington. "Jointly with the United States Department of Commerce, the Pennsylvania will develop a scheduled 100-mile-per-hour service within 18 months. We hope that this will lead to 150-mile-per-hour trains by 1970.

Work has already started on upgrading roadway, tracks and catenary to accommodate the higher speeds. "Late this summer, four experimental cars, costing almost $1 million, will begin test runs on a 19-mile stretch between Trenton and New Brunswick, N. J."

"Fifty specially designed, self-propelled electric passenger cars will be built for use in the initial phase of the high-speed service."

High-Speed Project

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The second unit is the 717th Transportation Battalion, commanded by Lieutenant Colonel Frederick J. Dallass, a freight conductor in the Philadelphia Division. The 717th has an authorized strength of 600 men.

Col. Patterson's unit is seeking to expand from a current 52-man group to its full authorized strength of 81. The 706th is a headquarters unit — the reason for its smaller size. It is seeking primarily men who will be officer material.

"We need men in 28 different skills," Mr. Patterson said. "Usually, we take only men up to 35 years old, but if the man has a skill we need, we'll get a waiver for him if he is over-age.

"Technical skills are especially valued, and applications are welcomed from trainmen, crew dispatchers, track supervisors, superintendents, signal maintenance men, trainmasters, yardmasters, movement directors, block operators, station agents, and car repairmen. We also are looking for professional men with degrees, especially in engineering.

Those interested, anywhere on the PRR, should write to N. P. Patterson, Pennsylvania Railroad, 1234 Transportation Center, Phila., Pa. 19104. The two PRR-sponsored units have the capability of building, maintaining and operating a complete railroad.

"There are advantages a unit like this offers a young man," Mr. Patterson said. "He knows exactly what he will be doing on active duty—the same job he is doing now for the Railroad.

"Enlistments are for six years. "Men who have already served in the Armed Forces are required only to attend our evening meetings once a week and the annual two-week encampment.

"A man who has not yet served in the Armed Forces will spend five to seven months of active duty at a Regular Army base. After that, he will return to his Railroad job and remain a member of the Reserve unit for the remainder of the six years.

"He can be recalled to active duty only if the entire outfit is called. The men won't be called as individuals."

Past service in the Armed Forces and Railroad experience are taken into consideration in determining rank when a man joins the Railroad-sponsored outfit. For attending each weekly meeting, a day's Army pay is earned. The pay depends on rank and starts at $2.93. It goes to $3.80 after completion of four months' service.

The majority of the present members have been in for three years or longer and get at least $7.20 for each meeting.

Expenses of getting to the meetings, cleaning of uniforms, and the meal before the meetings are tax deductible.

"We think it's a good deal and a good outfit," Mr. Patterson said. "We function as a team and have found that we all have learned a lot about railroading.

"And in case we ever are called into active service and the going gets rough, it's good to know you're going to be among friends."

Invitation to PRR men: Join the Reserves

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Searching for the hidden enemy

The PRR has cooperated with the Pennsylvania State Department of Health in a diabetes survey among employees in the Altoona area. As a result, 30 PRR men have found they may possibly have the "sugar disease," and are being studied further.

"The number of new cases found was relatively low," says Dr. D. W. Bishop, PRR Works Medical officer, because with the many routine medical examinations we perform on PRR people, we uncover most of the diabetes in an early stage of the disease.

"But the survey has been most worthwhile. The men with elevated blood sugars have been advised to consult their family physicians for further study and treatment."

The survey was started by the State's health officers in February. They had discovered an unusual fact: Blair County, which includes the City of Altoona, had a higher percentage of deaths related to diabetes than almost any other county in Pennsylvania.

The health officers decided to make as complete a survey as possible in the county in order to uncover hidden cases of this disease. They asked the Railroad to help.

Tests stations were set up at a dozen locations by Dr. Bishop, J. C. White, Manager of Heavy Repairs, and W. D. Murphy, superintendent of the Allegheny Division. Nurses of the State Department of Health performed the tests.

The procedure was simple—a pinprick in the tip of the finger, then dab of blood on indicator paper. If the paper turned blue, that meant the person might have diabetes. A larger blood sample was then taken, from a vein in the arm, and sent to a State laboratory for a more accurate test.

The tests were voluntary. More than 60 percent of the PRR men and women at Altoona came to the test stations. Dr. Bishop thinks that a large proportion of the others took the tests at local hospitals.

"Diabetes is a treacherous disease," Dr. Bishop says. "In the mild stages, the patient doesn't notice any symptoms. By the time symptoms do appear, the disease often has become relatively severe and complications may have developed.

"The complications may be hardening of the arteries, heart disease, cataracts, neuritis, kidney disease, multiple boils or carbuncles."

"I would advise every adult to see his family doctor once a year and take the simple test for diabetes."

"This applies particularly to persons who are substantially overweight or who have a history of diabetes in the family."

"I want to emphasize that whatever your family doctor prescribes should be faithfully followed. Diabetes is a disease that should never be taken lightly."

There are approximately 2,000,000 known diabetics in the United States. Health experts estimate that there are about 2,000,000 more who have the disease but don't know it.

Big Brother helps troubled boys

When you work with kids, you find your reward in small, casual things which—for you—carry tremendous emotional impact.

Like the crude, home-made Christmas card Paul R. Athey received recently.

"This card came from the first 'little brother' I ever had," says Mr. Athey. "When I first met him, twelve years ago, he looked like a kid bound for trouble. Antagonistic.

Could hardly read or write. And he wouldn't have sent anybody a Christmas greeting even if he could have written one.

"Well, this Christmas card came from that same boy, now grown up and wearing his country's uniform. He's with the Army in Germany. I have no doubts about his becoming a good citizen."

Mr. Athey is freight agent at Hagerstown, Md., on the PRR's Harrisburg Division. He got into the Big Brother movement when an officer of the organization gave a talk in Mr. Athey's church. Mr. Athey and three others agreed to serve as Big Brothers— that is, as friends and counselors to fatherless boys referred to them by the juvenile courts or orphaned school boards.

Today the Big Brothers organization in the Hagerstown area has 51 adult members and a $7000 annual budget. Mr. Athey, who is 42 and has three children of his own, has served as vice president and president.

His first "little brother" was by far the most difficult of the ten he has had.

The boy came to him via a court which was on the verge of committing him as a truant. On one Thanksgiving, the boy quarreled violently with his mother, smashed the holiday table setting, and ran from the house. Five days later, police found him in a tree shack outside of town, armed with an air rifle and threatening to shoot anyone who approached.

Mr. Athey talked the boy to the ground.

"That was the turning point," Mr. Athey remembers. "He was very little trouble after that."

Each Big Brother spends at least an hour or two each week with his little brother. Mr. Athey, who also coaches a Pony League baseball team, never has trouble finding time to spend with his charge.

"There are 24 hours in the day," he says. "I think everybody could find time for this sort of thing."

"There are Big Brother groups all over the country. They can all use more volunteers."

Big Brother candidates are carefully screened and matched with boys who seem to share similar interests. Even so, sometimes the wrong match is made.

Mr. Athey once had to return a boy after six months.

"I'm athletically inclined," he explains, "but this boy was not interested in sports. He was interested in animals. We found a man who raised German Shepherds, and now the boy helps out at the kennels.

Every time a new little brother is taken on by Mr. Athey, his family welcomes the boy into the home. Even when Mr. Athey is away, the boy may come to visit, and Mrs. Athey makes him a part of the family's activities.

The boy is encouraged to join Mr. Athey's Pony League baseball team, on which his own son, Paul, Jr., is a left-fielder.

"This work is not only worthwhile but fascinating," says Mr. Athey. "I hope to be able to continue with it as long as I live."

"Since the Hagerstown group was started, we have aided more than 200 boys. The most inspiring thing is that some of these little brothers have grown up to become Big Brothers themselves."

Joan Selle takes sample from George Conrad. F. B. Lauer, W. F. Delbezier wait turn.
On Mr. Landesco's Miniature PRR

A. A. Landesco has his PRR layout on display inside a 56-foot air-conditioned trailer.
"It is against the law for a train to enter the city limits unless preceded by a man on horseback."

This quaint law, once on the books of the nation's largest city, is long since outdated and repealed. But there are many other regulations and restrictions governing railroads today equally out of date, equally geared to an era long past. The result is slower progress, stifled competition, and unjust discrimination which deny to the public the full benefits of a dynamic railroad service. America needs a transport policy as modern as America itself. Congress can provide it.

ASSOCIATION OF AMERICAN RAILROADS