PR-3 . . . ON THE GO
See Page One
"PR" stands for Preference

Freight Conductor Samuel G. Knuth describes the run of Train PR-3 as a "straight shot."

Once the train leaves Frankford Junction Yard, Philadelphia, there is no stopping to pick up or set off cars as it zips to Harrisburg, the first leg of its fast run to Chicago, he explains.

"It means better service, and that means more business," he says. "We get out of the Philadelphia Division right on schedule and we don't tie up the road."

PR-3 is one of six "PR" trains now speeding freight from Eastern cities to Chicago and St. Louis. "PR" means Preference.

To shippers, the symbol means an effective new tool to help them meet their distribution needs.

To PRR people, it means an opportunity to demonstrate their ability to provide fast, reliable, damage-free service, and to attract new customers.

"And I'm happy to report that our people in yards and on the road have been doing a fine job with these trains," said L. J. (Jim) Bossler, assistant general manager, freight service.

The on-time record has been outstanding—the best we've ever achieved on these long runs. We're bragging about this performance of our people—we're letting the shipping world know about it.

"In the case of freight moving beyond the Mississippi River on connecting railroads, service has been speeded up, in many cases, from 24 hours up to as much as 48 hours."

A prime feature making this possible is the pre-blocking of cars. This is done at Conway, the PRR's big electronic classification yard west of Pittsburgh. Here the cars are arranged into blocks or solid trains for delivery to the PRR's customers at Chicago or St. Louis, or for inter-change to connecting lines, which can then promptly speed the cars to destination.

The six PR trains have taken the place of six other freights that formerly ran under AC, SW and LCL symbols.

Here are the details on the PR trains:

PR-3 leaves Enola Yard, near Harrisburg, Pa., at 2:30 A.M. and arrives at the TrucTrain terminal in Chicago the following day at 5 A.M. It carries piggyback shipments, merchandise and miscellaneous freight.

PR-3 leaves Philadelphia at 9:30 P.M. and arrives at 55th St. Yard, Chicago, at 5:50 A.M. the second morning. It carries piggyback shipments, auto parts and merchandise.

PR-5 leaves Conway Yard at 7 P.M. with cars received the same day from other trains from Eastern cities, and arrives at 59th St. Yard, Chicago, at 6:45 A.M. the next morning, to meet schedules of connecting railroads.

PR-7, carrying piggyback shipments and general merchandise, leaves Harrisburg, N.J., at 10:45 P.M., picks up cars from Baltimore at Harrisburg, and arrives at 55th St. Yard, Chicago, at 8:30 A.M. the second morning.

PR-9, carrying piggyback and general merchandise, leaves Kearny, N.J., at 8:30 P.M., and arrives at St. Louis at 11:45 P.M. the second morning.

PR-11 leaves Conway at 8 P.M. with cars received the same day from Eastern cities, and delivers them at East St. Louis at 4:15 P.M. the next day.

Mr. Bossler also pointed out that substantial improvements have been made in eastbound freight service, as a result of new and more efficient arrangements made with connecting railroads.

"The latest advance," he said, "is an eastbound train, AST-4, which travels overnight from Chicago to the Eastern Seaboard, carrying trans-continental TrucTrain shipments and perishables in refrigerator cars across our railroad at speeds up to 60 miles per hour."

The cover: At Philadelphia, Engineman C. F. Johnston is ready to take PR-3 on the first leg of its run to Chicago.

P. & L. A. boosts interest on savings

Savings accounts in P. & L. A. are better than ever, says James T. O'Reilly.

"This always was an ideal way to save money," he says, "but now with the interest rate increased from 4 percent to 4½ percent, there's an added incentive to get in on this savings plan."

The increase applies to savings on record back to July 1. Interest is calculated quarterly and added to the account at the end of the year.

Mr. O'Reilly, former movement director at Philadelphia, retired in March after 48 years of service. But there has been no apparent lessening in his enthusiasm about the P. & L. A. (Pennsylvania Railroad Employees Mutual Provident and Loan Association).

"The P. & L. A. is the best friend a young man can have," Mr. O'Reilly tells employees he runs into.

"One of the best features I found is that your savings are set aside automatically through payroll deductions. That's not only a convenient way to save—it's foolproof. Your money goes into savings before you have a chance to spend it. And it's always there when you need it."

"I remember how my savings came in handy when income tax time rolled around, and during vacations, and at Christmas. And through prosperity or depression, the P. & L. A. has never failed."

Mr. O'Reilly's enthusiasm led to his election by fellow employees as a representative on the Board of Managers of P. & L. A., and when he retired, he was serving as vice president.

Among the advantages of a savings account with P. & L. A. is easy withdrawal, he points out.

"All you have to do is fill out a form and drop it in the mail," he says. "The check is usually on its way not later than the day after the form is received at the P. & L. A. office in Philadelphia."

In addition to savings accounts, the P. & L. A. offers the following services to PRR employees:

1. Personal loans. Employees who meet credit requirements may borrow amounts up to two times their average monthly salary. Loans are repayable over two years at 6 percent interest.

2. Mortgage loans. These are available up to 60 percent of the appraised property value (and in some cases up to 75 percent), with up to 15 years to repay, at a current interest rate of 6 percent.

3. Educational loans, to cover educational costs for an employee or dependent, are available at 3½ percent interest, with up to 6½ years to repay.

4. Mortgage loans. These are available up to 60 percent of the appraised property value (and in some cases up to 75 percent), with up to 15 years to repay, at a current interest rate of 6 percent.

5. Educational loans, to cover educational costs for an employee or dependent, are available at 3½ percent interest, with up to 6½ years to repay.

6. Purchases of PRR stock. "All these programs are handled through convenient payroll deductions," Mr. O'Reilly says.

"Employees can obtain further information or application forms from their supervisors or the nearest Supervisor of Personnel; or by writing to the P. & L. A. at Room 207, 15 N. 32nd Street, Philadelphia, Pa. 19104."
The machine that eats trees

J. T. Cowles, supervisor of M.W. equipment, shows his model of the brush cutter.

In the eyes of a stranger, the Har-rington Robot looks like an erec-tor set running amuck. It's a 13,500-pound monster that travels along the railroad right-of-way, fiercely chewing up grass, weeds, brush and small trees. But for John T. Cowles, the sight of the monster brings only fatherly affection. Because Mr. Cowles himself designed the basic part of the machine—the cutting head.

As a member of the PRR Machinery Committee, which oversees the purchase of all maintenance-of-way equipment, Mr. Cowles got interested in finding a quick, efficient method of keeping the right-of-way clear of plant growth that interferes with drainage and visibility.

The problem was to devise something so versatile that it could cut everything from milkweed to tree trunks as thick as six inches.

"I began tinkering with various ideas back in the early 1950's," says Mr. Cowles, a slim, gray-haired man who joined the PRR in 1933. He worked on the problem in his spare time in his backyard machine shop. He had erected the frame building himself, and stocked it with a lathe, shaper, drill press and other machinery he bought from war surplus stocks.

Off and on, over a period of almost ten years, Mr. Cowles conceived several models of a brush cutter, consulting PRR colleagues for their opinions. Finally he had a workable design, and a Government patent was taken out in his name. The Harrington Manufacturing Company, Inc., of Lewiston, North Carolina, built a full-size pilot model, which the PRR tried out successfully in March, 1965. The Railroad then ordered three machines.

Mr. Cowles, who is now supervisor of maintenance-of-way equipment on the Pennsylvania-Reading Seashore Lines, a PRR affiliate, used his vacation time to travel to the North Carolina plant and help in assembling the machines.

"Couldn't stand the thought of anything going wrong," he says. He was also on hand when the machines were unloaded on the PRR.

The Robot machine has flanged wheels and rubber tires, so it can ride on rails or road. It converts from one set of wheels to the other with a finger-tip lever. The Robot can travel up to 22 miles an hour, but gears down to 5 or 6 mph when actually cutting brush.

Its flexible arm can cut close alongside the crossties or reach out 17 feet from the center of the track. The cutter head is five feet across and contains two heavy rotary blades. If the cutter runs into an immovable object, such as a rock, it automatically disengages.

"It almost acts human," says its inventor. Mr. Cowles traces his inventive bent back to his grandfather, John T. Cowles of Chicago, who patented the surplus stocks.

Floyd N. Thomas, engineer of work equipment, operates "Robot" in Chesapeake Division.

Mr. Cowles remembers that he himself was always tinkering with some kind of gadget throughout his boyhood.

One of his recent products was a tailor-made automobile. He used a Mercury engine, but everything else was made out of scrap or hand-made parts.

"When I wanted to register the car for a license, I had to state the model name, and of course it didn't have any," Mr. Cowles says. "An official finally suggested that since it had a Mercury engine, we'd call it a Mercury Sports Car."

"But the most amusing thing is that I built the entire car in the backyard shop without my wife knowing anything about it."

"You should have seen her eyes pop when I drove it out."

The day the PRR finished second


Here's an overgrown section of the right of way on a spur north of New Castle, Del.

Floyd N. Thomas, engineer of work equipment, operates "Robot" in Chesapeake Division.

Here's the same scene after F. N. Thomas has worked it over with the brush cutter.

I was a tense moment. Thousands of spectators cheered in the stands.

On the field, one of three racers on the starting line carried the tuscan red keystone of the PRR.

At a signal, the sleek little cars darted forward. Just 975 feet later—about 28 seconds—the race was over and the PRR had come in second, in an elimination run for the Akron Soap Box Derby.

"That's when we really showed what we were there for," says Lester C. Tompkins, PRR supervisory agent-sales representative at Akron, Ohio.

"We'd been working with the young driver since early May, watching him make the racer, encouraging him.

"But when that race was over, and he lost, that's when we had to assure him that the fun was in the racing and not in the finish."

It took a few anxious moments, but then 13-year-old Gregory Gorbach smiled, and everything was okay.

Gregory is the son of Carl Gorbach, a clerk in Mr. Tompkins' office.

The PRR racer project began when Mr. Gorbach, father of nine children, asked Mr. Tompkins if he knew anybody who would sponsor a boy in the Soap Box Derby.

Mr. Tompkins quickly enlisted the participation of Robert W. Maxey, supervisor of track; James O. Flaherty, district sales manager, and Lee E. Ozbun, trainmaster.

As far as they knew, this was the first time PRR employed a Soap Box entry and the first time a racer carried a PRR keystone.

Together they chipped in the $40 needed for parts, and reviewed the construction plans, but Gregory did all the building himself, in accordance with Derby rules.

The rules are very precise, specifying maximum length and weight, type of wheels and other details. The cars have no motors; they run by gravity on a downhill course.

The youngsters compete for a variety of prizes, including top prize of a $7500 scholarship.

Gregory Gorbach won no award. But his sponsors bought him a transistor radio and a tie clip as consolation prizes.

That gave a kind of happy ending to the enterprise, they said.
Rush trip for Lady Bird

After hurried trip from Washington, Mrs. Johnson is welcomed to Philadelphia by Mayor James H. J. Tate (left) with his wife and City Representative Abe Rosen.

This is not a day for flying, thought Joseph H. S. Winne as he looked at the threatening skies from his window at the PRR's city ticket office, "It was Bill Dale, clerk in the transportation office," recalls Mr. Winne, PRR district passenger agent at Washington.

He said he wanted accommodation on the Senator to Philadelphia for the President's wife and a party of 17.

"I said sure, why don't we accommodate the party?"

"He said, 'today.'"

"I almost fainted."

At 3:05 A.M. on Friday, June 10. It was exactly 55 minutes before train time.

Trips for the Presidential family just aren't arranged like that. There are always many weeks or even months of planning, to assure perfection in every operating detail, plus complete security. The shortest time interval that Mr. Winne recalled was two weeks, when President Kennedy arranged to go to the Ambassador Hotel in Los Angeles.

At 9:05 A.M. on Friday, June 10, Mr. Winne promptly began burning up the telephone wires. He started with Mrs. Catherine Holland, supervisor of the reservation bureau. She studied the diagrams for Train 172, the northbound Senator, and told him the only drawing room available was in parlor car S-720. The car fortunately had only one passenger listed from Washington to Philadelphia, though it was sold almost solid from Wilmington north.

"That's a break!" said Mr. Winne.

Then he quickly made a list of all the people who must be notified when a Senator passenger on a number of his family rides the railroad; and Carl Behrens, chief clerk in the Washington passenger office, immediately got to work.

Among those alerted were Paul Dowell, station master at Washington Union Terminal; Walter V. McCauley, captain of PRR police at Washington; Francis West, assistant superintendent at Baltimore; and W. L. Millar, general passenger agent at Philadelphia, who relayed word to operating personnel at that end. Meanwhile, Ticket Seller Lyon V. McMurray was making up tickets.

As soon as they were finished, Mr. Winne grabbed them, hurried outside and caught a cab to Union Terminal.

As he scurried in the station's south entrance, Mrs. Johnson's black limousine was being driven in through the east entrance. Mr. Winne broke into a trot. He reached the track gate as the First Lady was stepping out of the limousine.

"I was just in time to escort Mrs. Johnson and her private secretary, Mrs. Elizabeth Carpenter, to their drawing room," Mr. Winne says.

The rest of the car contained 16 parlor seats, plus two day roonettes, and this luckily was just enough for the rest of the party: two Secret Service agents, two White House photographers, a White House secretary, and eleven members of the press.

As the train pulled out, Mr. Winne arranged for coffee to be brought from the diner for all the group.

"I also personally collected the fares—$12.07 each. The First Lady's fare was paid in cash by a Secret Service agent.

At the Baltimore stop, Rindell B. Stoll, assistant district sales manager, was waiting on the station platform. Mr. Winne asked him to message Philadelphia to get a business car ready for a return trip to Washington. Mr. Stoll also picked up telegrams two reporters wanted sent to their Washington newspapers.

Police Captain McCauley, who had ridden the train from Washington was replaced by Lieutenant J. R. Frantz, of PRR Police at Baltimore. Along the route, the travelers could see police guarding every grade crossing, tunnel and overbridge.

At 30th Street Station, Philadelphia, Mrs. Johnson was met by Mayor James H. J. Tate and other officials. More than 15,000 people met the train at the station and along the route to Philadelphia's Independence National Historical Park. There Mrs. Johnson received the city's Society Hill Medal for her contributions to the beautification programs of America's major cities. She also dedicated an 18th Century garden.

Meanwhile, PRR people were readying Business Car 1000.

At 2 P.M., the Secret Service phoned that the First Lady's car was ready to return to Washington on Train 173, the southbound Senator.

Mrs. Johnson and her party arrived at 4:10 P.M., and once more Mr. Winne welcomed her to her accommodations.

A switch engine pulled the car into Penn Station, waited till No. 173 came in from New York, then quickly coupled the car on the rear of the train to go back to Washington. "A few days afterword, I received from the White House a lovely color portrait of Mrs. Johnson," says Mr. Winne.

"Actually, it should have been addressed to all the many PRR people involved. They performed admirably with the shortest possible notice. There wasn't a single hitch."

More than 15,000 greeted Mrs. Johnson at 30th Street Station and on the motorcade route.

Best foot forward

A note from R. E. Gardner, Sr., of Camden, N.J., commended the safety-mindedness of trainman Cordell Perry (above) on Train 175 between Washington and Philadelphia.

"As passengers drank the sodas they bought aboard the train," Mr. Gardner wrote, "they put the empty cans on the floor. During the course of the trip, the cans rolled into the aisle."

I have seen men kick the cans under the seats, but Mr. Perry gathered up the cans and disposed of them in a container at the end of the car. He saw the danger at once and did something about it."

A New York Central officer, James Q. du Pont, administrative assistant at E. I. du Pont de Nemours & Company, was on his way from Wilmington, Del., to New York. There he was to transfer from Penn Station to Grand Central, to board a train for Mount Holyoke College where he had a speaking engagement.

"Finding that the PRR train was running late, said Mr. du Pont, 'I scribbled a note as we ‘tucked’ under the river: Station Master, PRR—Please ask your friends at Grand Central if they will hold R.H. Train No. 66 for about 8 minutes."

"Upon arrival in New York, I showed the note with some cash to the first ticket agent on my way out. He refused the money and said, ‘Don’t be silly! I’ll phone. You run!’"

Mr. du Pont ran. The ticket agent, Vincent J. Begley, phoned. Mr. du Pont got to Mount Holyoke on time.

"The Pennsy man acted computer-fast," Mr. du Pont wrote. "If the Central and the Pennsy can and do serve this fast and well as competitors, then some other forms of transportation are going to have to look to their laurels when the mergers goes through."
RAIL CRUISES
New relaxed way to see America

At Penn Station, New York, Usher Arthur Weinberger posts sign for the tour train.

A couple from Hartford, Conn., called the tour "the best way to see America."

A woman from Flushing, N. Y., wrote, "It was very enjoyable—wonderful!"

A couple from Camp Hill, Pa., wrote, "The tour was excellently planned, the escorts efficient and thoughtful. The tour will go down as AOK in our memories."

Those were some of the comments following a transcontinental tour conducted by Four Winds Travel, Inc. This New York agency has revived a glamorous railroad tradition—touring America by luxury Pullman.

All the tours begin and end in New York City, and use the PRR or the New York Central for the eastern part of the trip.

There is a choice of five itineraries, taking from 17 to 23 days, with minimum prices ranging from $695 to $1095.

The most fabulous of the tours is the "Grand Americana," which covers 10,000 miles, taking the passengers from New York down through the Deep South, through Mexico, then up through the Southwest and Far West before turning eastward to Chicago and New York.

There are tours leaving Pennsylvania Station, New York, almost every week. There are 62 departure days spread through the year.

The tourists ride the same Pullman cars throughout the trip. When there are overnight stops at luxury hotels, such as the Sahara in Las Vegas, the Banff Springs Hotel in Canada and the Continental Hilton in Mexico City, the Pullmans are parked in a railroad yard until the tourists resume their trip. Hotel bills are covered by the tour fee.

The cars are coupled to such outstanding trains as the Broadway Limited, the Santa Fe's Chief and the Missouri Pacific's Aztec Eagle. Escorts from the staff of Four Winds accompany each tour. They act as hosts for bridge and bingo sessions, cocktail parties and gala dinners, and take care of sightseeing arrangements.

"Every tiresome element of travel has been eliminated—you're free to relax and enjoy yourself," says an official of Four Winds.

"For example, when the tourists check into a hotel, they are expected guests. Check-in formalities have already been completed. All they do is accept their key as they step into the hotel lobby."

Stopovers are planned to enable the tourists to see famous features of each point along the route. For example, at Atlanta, Ga., there is a motorcoach tour that includes Peachtree Street and Stone Mountain.

The "Wonderlands" tour of the Far West and Canadian Rockies includes Yellowstone. At New Orleans, there is a visit to the French Quarter and the Mississippi docks and a Mardi Gras lunch on at the Hotel Royal Orleans. At Mexico City, the tourists visit the Federal Palace and Chapultepec Castle. At Taxco, they visit the world-famed silver shops. At Phoenix, Ariz., the vacationers take a motor tour of the Grand Canyon. At Los Angeles, they visit the Hollywood Bowl and Grauman's Chinese Theater, and then ride to Disneyland. In Nevada, they see Reno, Steamboat Springs, the Wild West's famous Virginia City and Carson City, and Lake Tahoe, known as the Lake in the Sky.

To travelers who have not used rail service in recent years, the Four Winds advertising brochure points out Pullman features which railroad people take for granted but which many members of the public may not be familiar with:

"The sleeping cars offer every type of accommodation, from comfortable berths to drawing rooms and suites. All our private accommodations on board easily convert from daytime sitting rooms to snug bedrooms. They all have large picture windows, wall-to-wall carpeting, individually controlled air-conditioning and private facilities. Could you ask for anything more?"

"Our private lounge car is also exclusively yours, throughout the trip. What better place for reading, letter writing, cards, bingo, or just plain socializing?"

Copies of the brochure have been distributed among PRR ticket agents, all of whom are able to make reservations for the cruises.

"Here is a bright new development in passenger travel that railroaders can tell their friends about," says John B. Dorrance, Jr., PRR general manager of passenger sales. "A lot of people who might be potential customers aren't yet familiar with these fascinating tours. We railroaders can spread the word."

The stopover at Colorado Springs includes a visit to the U.S. Air Force Academy.
Call him Sergeant, Knight and Secretary

It’s a good thing Richard H. English knows how to type. Otherwise, how would he be able to fulfill his duties as the new Pennsylvania State secretary of the Knights of Columbus?

Shown here hard at work while his wife, Rose Marie, checks for errors, Mr. English began a year in office on July 1. A sergeant of PRR police at Johnstown, Pa., Mr. English does his letter-writing at home after work.

His most important job as secretary is keeping in touch with the 269 councils of the Knights of Columbus scattered across the state. There are some 68,000 members.

“You have to keep right at it to get that kind of letter-writing done,” Sgt. English says. The Knights are a religious group for Catholic men, but their charitable and civic work knows no religious or racial boundaries.

Sgt. English joined the organization 16 years ago. But he has been in civic activities much longer than that. He started out by getting into politics at Cresson, Pa., a town of 2,600 people west of Altoona. From 1952 to 1956, he was mayor. Currently he is chairman of the Cresson Sewage Treatment Authority, which is trying to pave the way for a $710,000 sewage treatment plant.

Sgt. English’s activities in the Knights of Columbus began in the Ebensburg Council and the Cresson Council, which he helped found. He has held one office after another.

These extra-curricular activities sometimes involve late-night work; but sooner or later, his wife steps in and says, “That’s enough.” But she approves of his civic affiliations; and his daughter, Kathleen, helps him with his typing chores.

“They’re both tickled pink with my new position,” he says, “and so am I.”

About cactus and fish and a fossil dog

Joseph Lakatosh has an affection for plants and animals that knows no limits.

His favorites are a wolf-like dog that’s been dead for 20,000 years and a 45-year-old cactus plant that has still to grow beyond its 12th inch.

The dog is represented by a piece of petrified bone, a fossil remnant he discovered on a camping trip to North Dakota.

The cactus plant is one of about 500 cacti that used to inhabit the Lakatosh basement in Mentor, Ohio, until Mrs. Lakatosh wearied of dodging the spiny obstacle course on her way to the family laundry.

That’s when Mr. Lakatosh, a PRR gang foreman at the Whiskey Island Yard in Cleveland, Lake Division, began building the greenhouse where he now keeps his plants.

“My sons started me on all this while they were collecting things for class projects in high school, about seven years ago,” he explains. “I just kept up with it, reading books and learning how to grow things. I especially like cactus because there’s nothing like it around here.”

But he also raises philodendron, petunias, tulips and gladiolus, and he plans to begin raising orchids as soon as he feels he has read enough on the subject.

Besides that, he operates a vegetable garden, about 10 by 30 feet, contributing to the family larder with broccoli, carrots, onions, parsley, peppers, tomatoes, watermelons.

And in addition to that, he has a 100-by-300-foot fish pond, which he keeps well stocked. There’s always a big-mouth bass available when the menu calls for it.

Mr. Lakatosh’s greenhouse wasn’t much trouble to build, he says: “I just got about 32 pieces of two by two lumber from a lumber yard nearby and some strips of clear plastic, and put it up. It has a dirt floor and I guess it cost me about $75 to build. It certainly was worth it.”

His sons, Joseph and Richard, are married and away from home now, but the collections they started are thriving.

“Making things grow...” muses Joseph Lakatosh—“it’s the most satisfying hobby in the world.”
Hot off the press

New York's newest newspaper will servicing terminal on Long Island.

The name of the new publication is “Inside the Loop.” The “loop” is the track that circles the yard and upon which the passenger trains are turned around. The loop marks the boundaries of the yard, and the publication is intended only for the employees who work “inside the loop.”

The newspaper, a one-sheet mimeographed publication, is handed out with paychecks once a month.

The idea for the newspaper originated with the Safety Committee for the Sunnyside Yard Safety District. R. J. (Dick) Roughly, gang foreman, volunteered to be editor. R. M. Bailey, master mechanic; E. D. Laird, assistant master mechanic, and Frank L. Paulin, passenger trainmaster, serve as the editorial board.

Mr. Bailey said, “The main purpose of this paper is intended to get the message of safety across to our people.”

In addition, the paper carries news about retirements, vacations, and other personal items. There is a swap column where employees can advertise household goods, used cars or other items they want to trade or sell.

And there are jokes. Sample: “A woman phoned a newspaper to place her husband’s name in the obituary column, after she found him running around with another woman.”

“How long has he been dead?” the editor asked.

“He starts tomorrow.”

The new newspaper was launched with much fanfare. The Safety Committee, of which Mr. Laird is chair-

man, held a contest to name the newspaper. It brought a hearty response—more than 200 entries. The winning name, “Inside the Loop,” was submitted by Car Repairman Thomas G. Cullen. Mr. Laird and Mr. Bailey presented him with a U. S. Savings Bond.

On The Way Up

SYSTEM Financial Department Accounting Division
Baronowski, A. M. Head Clerk
Baehr, W. E. Head Clerk
Beveridge, F. X. Procedures Analyst
Buckley, W. D. Specialist-Rating
Connolly, E. Supervisor
DiMauro, P. A. Accountant-General Ledgers
Gidley, S. J. Head Clerk
Huckstorf, R. W. Procedures Analyst
Hubbard, V. M. Procedures Analyst
Kelly, J. P., Jr. Traffic Clerk
Koob, G. R. Specialist-Secretary Service
Kraft, D. E. Accountant
Loch, F. W. Procedures Analyst
Lнструgy, E. W. Head Clerk
Modena, R. S. Senior Analyst
Maguire, J. J. Senior Analyst
McCull, G. B. Procedures Analyst
McCann, Eleanor M. Procedures Analyst
Moore, R. E., Jr. Procedures Analyst
Papalina, L. Procedures Analyst
Pawelski, A. E. Methods Technician
Rogers, J. N. Specialist-Interline Audits
Runyan, J. E. Procedures Analyst
Russell, J. L. III Traffic Clerk
Thompson, W. G. Accountant

Westerm Division
Arndt, G. V. Division Supervisor, Chicago
Ashen, C. R. Division Supervisor, Chicago
Callahan, P. J. Supervisor, Fort Wayne
Cullin, F. G. Supervisor, Fort Wayne
Rothas, J. P. Personnel Manager, Trainee, Indianapolis
Turner, J. R. Industrial Engineer, Chicago

Western Division
Wesner, C. J. Supervisor Material, Fort Wayne
Wills, D. M. Supervisor Material, S9th Street-Chicago

Buckeye Division
Cheeseman, R. W. Assistant Car Foreman, Columbus
Kreis, D. J. Supervisor Track, Anderson
Pyson, R. S. Junior Engineer Track, Columbus
Schrauf, J. R. Supervisor Track, Demison
Street, G. A. Assistant Superintendent, Cincinnati

Chicago Division
Hamilton, J. D. Assistant Car Foreman, Chicago
Potts, J. W. Supervisor Clearances, Chicago

Fort Wayne Division
Delong, K. C. Supervisor Track, Fort Wayne
Knoth, R. L. Assistant Supervisor C&S, Fort Wayne
Reinholt, F. R., Jr. Assistant Motive Power Foreman, Crawfordsville

Southwestern Division
Edwards, R. E. Assistant Car Foreman, St. Louis
Lott, J. S. Assistant Superintendent, Indianapolis
Morelli, E. Enginehouse Foreman, E. St. Louis
Murphy, C. Y. Trainmaster, Indianapolis
Peck, F. D. Trainmaster, Louisville
Robinson, R. J. Trainmaster, Rose Lake

Central Region
Evans, J. F. Supervisor Demolition, Pittsburgh

Allegheny Division
Pierce, W. F., Jr. Assistant Supervisor, Lewistown, Pa.

Lake Division
Daulby, A. Motive Power Foreman, Canton
Stanovich, G. M. Supervisor-Track, Niles

Northern Division
Santoff, G. B. Assistant Supervisor—C&S, Buffalo

Pittsburgh Division
Krauss, P. W., Jr. Assistant Foreman Passenger Yard, Pittsburgh

Eastern Region
Dougherty, J. W. Inventory Specialist, Philadelphia
Holley, R. A. Supervisor Car Equipment—Passenger, Philadelphia
Jones, J. D. Supervisor Heavy Maintenance—B&B, Philadelphia
Owens, D. B. Assistant Superintendent Material, Philadelphia
Palmer, R. H. Supervisor—Employment, Philadelphia
Pekasiewicz, A. J. General Foreman, Structures, Philadelphia
Prescott, D. P. Assistant Examiner, Philadelphia
Sambour, G. Assistant Examiner, Philadelphia
Smith, J. R. Assistant Superintendent Material & Equipment, Philadelphia
Walsley, N. F. Assistant Examiner, Philadelphia
Wood, W. M. Assistant Examiner, Philadelphia

Philadelphia Division
Coll, C. T. Assistant Car Foreman, Philadelphia
Cernoch, W. C. General Foreman Track, Paoli, Pa.
Honsel, R. J. Transportation Supervisor, Philadelphia
Jones, A. G. Transportation Supervisor, Philadelphia
Kleinhans, J. P. Assistant Examiner, Philadelphia
Merelid, W. E. Assistant Examiner, Philadelphia

Noonen, W. J. Freight Agent, Butler Street, Philadelphia
O'Connor, J. J. Transportation Supervisor, Philadelphia
Patrin, A. J. Assistant Master Mechanic, Philadelphia
Steele, R. E. Assistant Master Mechanic, Philadelphia

New York Division
Bailey, R. M. Master Mechanic, Sunnyside, New York
Cook, J. A. Trainmaster, Newark
Demi, W. P. Hood Clerk, Ticket Office, Newark
Hoagland, A. E. Assistant Division Operator, New York
Milburn, C. F. Assistant Trainmaster Passenger, New York
Smith, H. J. Transportation Supervisor, New York

Cheepeo Division
Cruceo, P. H. Assistant Manager, Baltimore
Jennings, L. W. II Rules Examiner, Wilmington
Mckinnon, H. B. Assistant Foreman, Wilmington
Norris, J. B. Office Manager—Supervisor Stations Office, Baltimore
Richel, K. P. Assistant Car Foreman, Baltimore
Rogers, C. V. Assistant Supervisor C&S, Philadelphia
Webster, E. W. Assistant Office Manager, Division Engineer Office, Baltimore

Harrisburg Division
Eveland, T. A. Assistant Supervisor C&S, Harrisburg
Leigh, J. E. Assistant Examiner Personnel, Harrisburg
Yohn, L. F. Assistant Office Manager, Division Engineer Office, Harrisburg

Mr. Laird presents bond to Car Repairman T. G. Cullen for best name for the newspaper. With them is Shop Foreman Edward Bryan.

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Tribute to Mr. Clement—All trains and all station, shop, yard and office operations on the Pennsylvania Railroad were halted for one minute at 3 P.M. (EDT) on September 1 as a tribute to Martin W. Clement, who died August 30 at the age of 84. Mr. Clement was in retirement, after having served as PRR president from 1935 to 1949, as board chairman to 1951, and as board member to 1957.

Mr. Clement started work on the PRR in 1901, after graduation from Trinity College, Hartford, Conn. His first job was as a rodman—a surveyor's helper—in the engineering department of the United Railroads of New Jersey, a PRR subsidiary. He served successively as track supervisor, division engineer, division superintendent, superintendent of freight transportation, general superintendent, assistant vice president, and vice president.

"Mr. Clement was one of the great railroad leaders of our time," said Board Chairman Stuart T. Saunders. "As chief executive officer of the Pennsylvania for more than 16 years, he directed the Company's affairs through the difficult periods following the Great Depression and of our time," said Board Chairman Stuart T. Saunders.

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The two sides also agreed to ask Congress, in the same bill, to vote a 7 per cent increase in regular annuities for those retired railroad officers who did not get such an increase when the 7 per cent increase in Social Security benefits went into effect last January 1. This would be paid for by a 1/4 percent boost in taxes on railroad employers and employees.

The proposed supplemental pensions will expire after five years. The two sides agreed to discuss the matter afresh after four years and meanwhile not to press separately for further legislation on supplemental pensions nor to press the subject in collective bargaining. This moratorium will expire after five years.

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More commuter cars—The Southeastern Pennsylvania Transportation Authority (SEPTA) has announced that 58 additional cars will be purchased and added to the service later this year, with sponsors on the lines of the PRR and the Reading Railroad in the Philadelphia area.

This will double the number of the high-acceleration, air-conditioned commuters cars now in use in this area.

"With this equipment," said James C. McConn, SEPTA vice chairman, "we can completely modernize off-peak commuter service."

Rock throwers—Governor Richard J. Hughes, of New Jersey, has signed a law imposing penalties up to a year in prison and a fine of $100 for throwing objects at trains or blocking the tracks. This was an amendment to an existing law which had required the State to prove intent to injure, pass a severe law which could do damage property. Under the revised law, the mere throwing or placing of an object which could do damage is sufficient for conviction.

Veterans meet—The Military Railway Service Veterans will hold their 21st annual convention at the Pittsburgh Hilton Hotel, September 23-25. Many veterans of military railroad service in Europe, Asia, the Middle East and Korea will attend, and all PRR people who participated in such service are eligible.

Chairman of the arrangements committee is James E. McNamara, 332 S. Michigan Ave., Chicago, Ill. 60604.

Transport department—The House of Representatives has passed a bill to create a new Department of Transportation, to be headed by a Cabinet officer.

The measure would consolidate under the new department the policy-making, promotional, research, and safety functions of agencies dealing with railroad, airway and highway transportation. Rates, routes and other regulatory functions would remain under independent agencies like the Interstate Commerce Commission and the Civil Aeronautics Board.

Seaway's deficit—The St. Lawrence Seaway, which was supposed to pay its own way through tolls on ships operated by the firm itself, is still taking money from the taxpayers. A report for 1965 showed an operating loss of $19 million, which was $2 million more than 1964 deficits.

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A MEMO
FROM
THE BEACH

What does your Miss C.H. do on her vacation? Why, she practices her railroad signals, of course.

This one means Reduce Speed. It’s a key signal for all you fellows who classify and couple up cars in all the Pennsy freight yards.

A soft-touch, kid-glove coupling every time you handle a car—that’s how you can make a success of our damage-prevention campaign.

I know you’ll keep that in mind, so I won’t have any worries and I’ll enjoy my vacation. I’ll express my thanks personally when I get back.