AN EAGLE TAKES FLIGHT
See Page Two
The President sent a letter

Henry Hoffman stopped pruning the hedge and looked hard at the visitor. "Are you pulling my leg?" he said.

The visitor again identified himself as a newspaper reporter and said he wanted to know how Mr. Hoffman felt about the letter from the President.

"What letter from what president?" said Mr. Hoffman, who is a wife, Clara, had just opened an envelope engraved, The White House, but before she could run outside and tell her husband about it, the phone rang and another reporter began questioning her.

What this was all about was a letter from President Lyndon B. Johnson, commending the Hoffmans for having five sons on active duty with the Marines at the same time—the first such family in Corps history.

The newspapers had got word about the letter in Washington before the Hoffmans actually received it.

Things got busier and busier around the Hoffman home on Bingham Avenue, Rumson, N.J. Neighbors came crowding in. A news photographer arrived to take shots of the proud parents.

A letter came from Governor Richard J. Hughes expressing his pride in this patriotic New Jersey family. Congressman James J. Howard made known that he would introduce the news story in the Congressional Record.

"It all kind of overwhelmed us," says Mr. Hoffman, who does security duty at the PRR's big yard in New Jersey.

The Hoffmans' involvement with the United States Marine Corps began many years ago. The eldest son, George, came home one day with the casual announcement that he and two buddies had dropped in at the recruiting station in Asbury Park and joined up.

"He was only 19—we'd hoped he'd be around the house a while longer—but there it was, and we were proud of him," says Mr. Hoffman.

George is now a lieutenant in charge of the weather station at a Marine base in North Carolina. George's action set off a chain reaction in all his brothers.

The Marine recruiting officer finally said that if Richard could get a letter from his eye doctor certifying that his eyesight had been constant for a number of years and was not likely to worsen, he'd be considered.

Henry Hoffman, father of five Marines, is a PRR policeman at Greenwich, N.J., and two buddies had dropped in at the Marine recruiting sergeant.

"How could I hold out against that kind of determination?" Mr. Hoffman says. "I signed."

Henry is now a staff sergeant in the procurement division at a Marine depot on Long Island.

The third son, Walter, is now a corporal with a Marine air unit in Vietnam.

The fifth son, Richard, practically had to fight his way into the Corps. He's near-sighted, and when he took his physical he was told that even with his glasses he didn't quite meet the standards.

"You mean all my brothers will be in and I won't?!" Richard shouted.

It took two M.P.'s to calm him.

The Marine recruiting officer finally said that if Richard could get a letter from his eye doctor certifying that his eyesight had been constant for a number of years and was not likely to worsen, he'd be considered. Richard came back with the letter the next day.

He's now a private first class at a Marine tank repair school in California.

The Hoffmans have three other children: two daughters, Mrs. Grace Baun and Elizabeth Ann, and a son, Joe, 13.

Joe already has organized his own Marine unit among the neighborhood kids. They've dug foxholes and have pieced together uniforms out of odds and ends. Joe naturally appointed himself lieutenant.

The Hoffman family was invited to a reception at a Marine headquarter in New York, and a colonel kid- dingly asked young Joe if he was there to enlist.

"I'll be here at the right time," Joe said firmly. "You won't have to send for me."

The story of the Hoffman family, spread by wire services, has appeared in newspapers across the country and has brought many letters of praise.

A woman in Houston wrote that she had two daughters but no sons to give to the armed services, and she wanted the Hoffmans to know that they had her prayers.

But there were also two "anti" letters, saying Americans have no business fighting in Vietnam.

To this, Mrs. Hoffman replied: "The United States is helping the people of Vietnam resist Communism. If it wasn't done there, it would be dumped in our own laps and we would be fighting here."

Best foot forward

George C. Neues is transportation manager for the Herald-Tribune Fresh Air Fund which sends hundreds of New York City boys to a summer vacation in the country each year. He wrote a note of thanks for PRR smoothness and efficiency during the airline strike, when PRR trains assumed much of the extra travel burden.

"How George Keegan, station master at New York's Penn Station, accomplished the job of handling our large groups is a mystery," Mr. Neues wrote.

"Passenger sales representative Herb Fox (left) was on hand to assist, and we thank him and all of the other persons who helped make our trip as comfortable as it was."

William E. Swigart, Jr., of Huntington, Pa., who is president of the Mutual Benefit Insurance Company, praised the help given by Robert Moresi, ticket sales and service clerk at the PRR's Pittsburgh station, in locating a raincoat left aboard a train by a guest in Mr. Swigart's home.

Mr. Moresi took the telephone call from Mr. Swigart after it was learned that the visitor had left the coat aboard a train headed for Pittsburgh. Mr. Moresi arranged to have it taken from the train and sent back to Huntington.

"We were privileged to have had his special help," wrote Mr. Swigart. "His attention was generous and pleasant."

A lost briefcase can mean disaster to a harried businessman. That's why F. C. Brennecche, of Harrisburg, wrote: "I was a passenger from Philadelphia to Harrisburg. Mechanical difficulty at Pasci necessitated transfer to a substitute train. In the changeover, I left my briefcase in the original car."

"The brakeman (A. S. Welch) put a message off at Lancaster, and the briefcase was located and brought to me on the next train to Harrisburg."

"It is another example of the smooth functioning of a great system and its dedicated workers. It may be routine to you, but it meant a great deal to me."

Downloaded from http://PRR.Railfan.net

Original document from the collection of Rob Schoenberg

©2011 - Commercial reproduction or distribution prohibited
The eagles have flown...

One of the most impressive bird migrations in history is nearing its end. It is the flight of the PRR's 14 Penn Station eagles. Even Audubon would have marveled.

Each granite eagle weighs 5700 pounds, has a wingspread of 74 inches, and stands 63½ inches high from its base. What's more, none of them had even the faintest trouble finding a new roost after they were shoed from their 56-year-old nests above the entrances to the PRR passenger terminal at New York.

It was in October, 1963, that the Railroad announced its intention of giving the eagles away. A few weeks later, recalls Kenneth Simpson, manager of the chief engineer's office in New York City, the total number of requests for the birds went over 500. The requests came from as far away as Puerto Rico and California, Maine and Florida. "What to do with the eagles became more of a problem than we ever thought it would be," Mr. Simpson said. "It seemed like everybody wanted one.

We reviewed each request, and finally placed the eagles where we thought they would be most appropriate.

One went to Cooper Union for the Advancement of Science and Art, in New York City. This was where Adolph Alexander Weinman, the man who sculpted the eagles between 1908 and 1910, had studied. One eagle rests on a pedestal in the National Zoological Park of the Smithsonian Institution in Washington, D.C., as an outstanding portrayal of the proud, swift creature that is the national emblem.

Four were given to Philadelphia's Fairmount Park Association, which placed them at the corners of the Market Street Bridge, crossing the Schuylkill River. Here they are clearly visible from the PRR's 30th Street Station.

Two eagles stand guard at the entrance to O'Hara Gymnasium at the U.S. Merchant Marine Academy, Kings Point, Long Island.

One rests on a pedestal at the Valley Forge Military Academy, near the spot where George Washington's troops spent the bitter winter of 1777-1778. One eagle went to Vinalhaven, Maine, near the world-famous granite quarries.

One eagle has been donated for the campus of Hampden-Sydney College, Virginia. The remaining pair, now being separated from a half-century's grime, will return to the new Penn Station to keep a watch over train riders. This time, however, the eagles will rest much closer to the ground, perched on pedestals in the new Pennsylvania Plaza.

The plaza will be a mall area in front of the 29-story office building that will be erected on top of the new Penn Station. These birds will be practically all that will remain of the old station. It will be replaced by a completely new air-conditioned station, entirely below street level.

A glass-enclosed mall will provide access to the new Madison Square Garden, which will be the world's largest center for sports expositions, entertainment and conventions. It will include a 20,000-seat arena, a 5,000-seat forum and a 500-seat cinema. Other features will be a sports museum, a Madison Square Garden Hall of Fame, a 48-lane bowling center, and complete facilities for closed-circuit television.

One will maintain a vigil over another railroad station—the Long Island Railroad Station in Hicksville, N.Y.

One eagle has been donated for the campus of Hampden-Sydney College, Virginia.

The traveling public last month got concrete evidence that the new Pennsylvania Station in New York was a big step closer to reality: The station's new centrally located air-conditioned ticket office opened for business.

While much work remains for the ticket office area, and the electronic aids for travelers and the escalators to street level still are to be placed in operation, the new ticket facility and a new reservation bureau already will enable the Railroad to give better, faster service to customers.

The ticket office is located midway between Seventh and Eighth avenues, west of a new taxi ramp.

New escalators will be installed leading to the ramp as well as to Seventh and Eighth avenues and to 31st and 33rd streets.

As new areas of the station are opened, demolition of old Penn Station continues, to make way for the new Madison Square Garden and 29-story office building.

The steel framework for the new structures make a dramatic addition to the skyline, intriguing sidewalk superintendents who daily cause a traffic jam on Seventh Avenue during the noon hour.

A sweeping incurve and recessed lights feature the newly opened ticket office.
Careful handling for a big load

The big load weighed more than 500,000 pounds, which is pretty heavy, even in this era of giant loads. It was valued at somewhat more than $1,000,000, which is a good-sized sum, even in this era of high-value shipments.

And PRR men gave it the kind of handling it was entitled to. They moved it over a carefully plotted route, at rigidly prescribed speeds, and delivered it without a hitch, without a scratch.

"It was the kind of treatment that has helped make the PRR the preferred handler of oversize loads for many shippers," said J. M. Tagler, supervisor of clearances.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.

The shipment was a steam generator for a nuclear power plant. It was built by the Heat Transfer Division of Westinghouse Electric Corporation, at Lester, Pa., just south of Philadelphia.

It was to be delivered to Greensville, N.J., and then to be floated across New York Harbor for loading aboard an ocean vessel bound for Spain.

To go from Lester, Pa., to Greensville, N.J., looks like a straight shot northward on a PRR map. But this load couldn't go that way.
Why the lady cried

The audience was so quiet, you could hear a pin drop. But what dropped wasn’t a pin. It was an oven door.

This was a scene from a new show that recently toured the PRR’s Southwestern Division in a refurbished old passenger coach. It played at key yards on the Division, to audiences of PRR yard and road men.

The heroine was Mrs. Clementine I - Slave - All - Day-in - the - Kitchen Jones. She was played by a professional actress, Geraldine McMahon, of the Avondale Playhouse in Indianapolis.

It was a problem play. The lady’s problem was that she had just bought a complete array of new kitchen appliances, and the items had arrived scratched, dented or busted.

“Can you blame me for crying?” she said, and she cried some very real-looking tears.

Who, she wanted to know, were the careless transportation people responsible for this sad situation?

Well, they weren’t PRR men. The stage props were kitchen appliances that had been transported by another carrier. The items were lent to the PRR by the receiver, especially for the stage presentation.

The point of the play was that railroad workers entrusted with the shipper’s goods have an obligation to make sure that their handling never causes such sad scenes.

The play, like many a Broadway show, had co-producers: Earl W. Guertin, supervisor of loading services, and John T. Lybarger, transportation supervisor in charge of damage control.

The reviewers called the play “a smash hit.”

On the alert ... G. M. Cross, ashore and atfloat

George M. Cross is a double career man. He’s been with the PRR for 25 years, and with the United States Navy just four years less than that.

His PRR work is performed on the mail platform at 30th Street Station, Philadelphia, where he recently was promoted to acting foreman, supervising the loading of mail in PRR cars.

His Navy duty is performed as a reservist, three weekend days per month, aboard the Destroyer Escort J. D. Blackwood. His rating is Engineman, 1st Class, and he is the top enlisted man during his four-hour watch in the engine room.

At cruising speed, there are five men on the engine room watch. But when the ship maneuvers, especially during arrivals or departures, there are up to 10. For each of the ship’s maneuvers, an order comes from the bridge changing engine speed. That means hurried gauge checks and adjustment of steam pressure, fuel consumption and water flow into the ship’s boilers.

It is the kind of thing Mr. Cross has been doing since 1942, when he enlisted in the Navy.

He served on oil tankers in the North and South Atlantic. These slow vessels were sitting ducks for the German undersea wolf packs.

Often he found his ship engaged in a silent running war of nerves with the unseen enemy. Often he and his shipmates waited tensely for the fatal torpedo that never came.

Once, on a run to England, a ship ahead of his own was torpedoed.

“She went down like a stone,” Mr. Cross grimly recalls.

One of the attacking submarines was damaged by a depth charge and surfaced so close to Mr. Cross’s ship that his crew couldn’t depress their guns low enough to hit the U-boat.

“The officers were popping away at it with their .45s,” he says, “but the U-boat submerged again. We never learned if it sank or not.”

Mr. Cross was discharged in November, 1945, and came back to the PRR. In 1948 he joined the Naval Reserve.

For two years, he was in the submarine division, and spent many weekends on undersea craft.

“A lot of people don’t like those pigboats,” he says, “but there’s a lot more room aboard them than some other ships. You just have to get used to sleeping next to a torpedo.”

In 1954 he was made an instructor at the Naval Reserve Armory in Philadelphia. He taught hundreds of sailors the engine-room science he had learned the hard way.

In 1962, his Reserve group was called to active duty during the Cuban missile crisis, and spent seven months aboard a Navy patrol boat, keeping an eye on the Cuban coast.

His Navy adventures have rubbed off on his growing family. His eldest son, George M. Cross, 3d, recently joined the Navy. There are six other children.

When Mr. Cross takes off for his days aboard ship each month, he goes with a fellow PRR man. He is Jonathan N. Francis, a baggage man, who not only works on the same PRR mail platform but serves in the same engine-room at sea.

Says Mr. Cross with a smile: “We talk about the ship while we’re on the Railroad, and we talk about the Railroad on the ship.”
What do you do next?

A brakeman on Penn Coach Yard, Philadelphia, was releasing the hand-brake on a coach when the brake bands sprang from his hand and smashed him on the forehead. He fell to the floor, unconscious and bleeding.

“And none of us knew what to do,” recalls Car Repairman W. Samuel Usner.

“We didn’t know whether it was wise to move him or not, whether to apply pressure or not, or how to bandage the cut.”


Red Cross certificates were:

John P. Walsh, Timothy Corcoran and Harry Flood, car inspectors at Penn Coach Yard; F. W. Schieber, car repairman at South Philadelphia Car Shop; and Edward Moody, electrician at 46th Street Enginehouse.

In addition to learning what to do in an emergency, the men taking the first aid course become more safety-conscious, Mr. Locantore pointed out.

“You know how to act in case of an accident,” he said, “but you also realize it’s much better to prevent the accident in the first place.”

CUT OUT AND SAVE

FIRST AID FOR EYE EMERGENCIES

DR. JOHN W. FERREE, EXECUTIVE DIRECTOR.
NATIONAL SOCIETY FOR THE PREVENTION OF BLINDNESS, INC.

Are you prepared in case of an eye emergency? Despite the best in eye protective programs, an eye accident may strike—either at home, at play or even on the job.

It is estimated that each year there are more than 422,000 eye accidents in industry, in schools, at home and at play. With such overwhelming numbers, you never know when you will be called upon to aid someone injured.

Knowledge of first aid for eyes may some day mean the difference between sight and blindness for you, a family member or a fellow worker. These special emergency tips are divided into four major categories for easy reference.

BLOWS

For a blow to the eye or a “black eye,” apply cold compresses immediately for about 15 minutes per hour. A black eye could mean serious internal damage to the eyeball and should be seen by a doctor.

SPECKS

Do not rub any speck or foreign body that gets into the eye. Lift the upper lid over the lower lid and let tears wash out the particle. If the speck doesn’t wash out, keep the eye closed with a light dressing and seek medical attention.

CUTS

Bandage a cut eye lightly with a sterile gauze patch and call a doctor immediately. An eye with a cut, puncture, abrasion, etc., should not be washed with water. Do not try to remove an object stuck in the eye.

BURNS

Whether caused by flame or chemicals, a burn in the eye should be flooded with water immediately for approximately 15 minutes. Hold the head under a faucet or pour cool water into the eye from a glass, pot, kettle, etc. Do not use an open eye cup. Burns, especially those from chemicals, should be examined by a doctor as soon as possible.

It is most important to keep in mind that these are first aid measures only, and you should never attempt any other form of self-treatment or self-medication for eye diseases or refractive errors.

A free gummed sticker listing these first aid tips for the shop, school or home medicine cabinet may be obtained by writing to National Society for the Prevention of Blindness, Box 426, Dept. A, New York, N. Y. 10019.

He digs up railroad lore

History teachers have taken a lesson in history from PRR Conductor Joseph C. Boyd, of the yard industrial crew at Elmira, N.Y.

That’s because Mr. Boyd is the recognized authority on local railroad history, and was the principal contributor to a book entitled Chenango County—Its History.

Twelve local historians, including Mr. Boyd, wrote portions of the book, published in 1960. He was assigned to write on transportation and to submit 1200 words. But he ended up contributing 20 pages of the 85-page book, covering transportation in this New York county from the Indian canoe to the jet.

The book was prepared primarily as a text for seventh-grade classes in the county schools. The first printing consisted of 5,000 copies, of which the schools bought 3,900 and the public bought 2,000 at $1 each. The second printing was bought up by the Chenango County Historical Society.

Conductor Boyd’s prominent role in the book was the reason he was invited to address nearly 400 historians and teachers from throughout the United States, Canada and Mexico during a three-day convention at New York State University in Buffalo in 1961. He was asked to tell how the book was produced, to guide those desiring to undertake similar projects.

“I had never talked in public before and I died a thousand deaths before I got up,” he says. “But I didn’t feel a bit scared once I got started.”

He says his consuming interest is “my own railroad”—namely the PRR’s Elmira Branch. He digs railroad facts out of the microfilmed newspapers in the Elmira Library. He formerly made runs to Williamsport, and also browsed through the library there.

Mr. Boyd has earned such a reputation that he constantly gets visits, phone calls and letters from railfans, lawyers and others to clear up obscure points of railroad lore.
From the PRR Dining Car Department:

Sparkling Ideas for your Gift List

(Item A) Elegant set of 8 gold-rimmed glasses with hefty 12-ounce capacity for highballs, fruit drinks, milk shakes. Each set contains four different designs, a pair of glasses in each design. The illustrations show Penn Station of tomorrow, old John Bull locomotive, Penn Station of yesterday, and Broadway Limited. Complete set of 8 glasses... $4. (For PRR employees, $3.20)

(Item G) Handsome gold-rimmed 9-ounce Old Fashioned glasses with locomotives and Keystone in black and gold. (Item H) Roly-Poly glasses (on right) are 4-ounce cocktail glasses without fragile stems. Decorated in black with "frost" background. Either set of 6 glasses. $3. (For employees, $2.40)

(Item I) Miniature signs of the road, these unusual drink stirrers let you know whose drink is whose. They're made of yellow plastic with black lettering. Packaged six to a set, in cellophane... 50¢ per set. (For PRR employees, 40¢)

All items are mailed anywhere in the United States, postage paid by PRR Dining Car Department. Please include sales tax where applicable. Note special prices for PRR employees.

To: Sidney N. Phelps, Manager, Dining Car Service
Pennsylvania Railroad, Long Island City 1, New York

Please send the following items, postpaid:

<table>
<thead>
<tr>
<th>ITEM</th>
<th>NUMBER OF SETS ORDERED</th>
<th>PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Set of 8 highball glasses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(B) Deck of poker cards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(C) Deck of pinochle cards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(D) Bridge set (2 decks)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(E) Set of 8 coasters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(F) Set of 6 15-oz. Old Fashioned glasses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(G) Set of 6 9-oz. Old Fashioned glasses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(H) Set of 6 Roly-Poly glasses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(I) Set of 6 drink stirrers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(J) Railroad spike</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Name__________________________
Address_______________________
City___________________________
State________________________
Zip Code______________________

Enclosed is □ Check or □ Money Order for ____________
payable to Pennsylvania Railroad Co. (Include sales tax where applicable)
Merger case goes to Supreme Court— The Nation's highest court on October 18 delayed the Penn Central merger in order to provide time for review of a ruling issued by a U.S. District court at New York. The lower court had refused to grant an injunction requested by eight railroads. The Supreme Court set the following timetable: The parties that want to appeal the lower court's ruling have until November 30 to submit statements. Parties supporting merger action—the PRR, New York Central, Interstate Commerce Commission, among others—are to file replies and briefs by December 30.

Argument before the Supreme Court will take place on January 9. A total of four hours has been allocated, with four lawyers permitted to participate from each side. "It is gratifying that the Court acted so promptly and has declared its intention to proceed with unusual dispatch," said PRR Board Chairman Stuart T. Saunders. He noted that the Interstate Commerce Commission had scheduled an October 31 hearing to review the protective conditions it had set up to indemnify the Erie-Lackawanna, Delaware & Hudson and the Boston & Maine for possible adverse effects on their traffic, resulting from the Penn Central merger. "The actions of both the Supreme Court and the Interstate Commerce Commission are most encouraging, and I am sure that the matters before both of them will be decided promptly," Mr. Saunders said. "The Pennsylvania and the New York Central are confident that summation of their merger is relatively near at hand."

Coal dock project moves ahead— The PRR has awarded a contract for construction of a new Lake Erie coal dock, to be completed by the spring of 1968, a full year earlier than was thought possible when the plan was announced last year. The new $71/2 million facility at Ashtabula, Ohio, will be able to load coal from trains and storage piles into the largest Lake vessels at the rate of 6000 tons an hour.

The present Ashtabula coal dock will be closed at the end of this season, and construction will begin immediately. Next year, PRR coal and ore traffic will be handled over the adjoining New York Central facility while construction proceeds.

The new dock will have modern dumpers, infra-red thawing sheds to assure fast unloading of cars in winter, and capacity for ground storage of more than a million tons. The operation will be geared to the fast unloading requirements of unit trains. The dumpers will be able to unload a car containing 100 tons of coal every two minutes, or 3000 tons per hour. The PRR expects to handle 3,000,000 tons in a year at the start, and eventually as much as 6,000,000 tons.

In the artist's sketch, coal hoppers are being unloaded at right, while a Lake vessel is being loaded from ground storage at left.

Needed: business aid to government— A plea that more businessmen actively cooperate in national affairs was sounded last month by PRR Board Chairman Stuart T. Saunders in an address at the University of Virginia Graduate School of Business Administration. "Big business, big labor and big government are permanent parts of our society," Mr. Saunders said. "It is frequently in the interest of all parties to find rapport on broad economic issues. I think the sooner American businessmen fully understand the new climate of cooperation prevailing in this land, the better will be our chances of solving some of our most difficult national problems."

Mr. Saunders said that "all too often, the voice of business that is heard in Washington is one of protest, generally rejecting government proposals. In many cases, businessmen would be far better off if they would counter government proposals with constructive and imaginative ideas of their own."

As examples of businessmen assisting government, Mr. Saunders cited several national committees on which he is serving. One is the Business Council, which advises the U.S. Department of Commerce and is composed of Cabinet officers and several Congressional committees. A second is the President's Labor-Management Advisory Committee, which brings together leaders of labor, business and the public at large. A third is the Advisory Committee on Balance of Payments, which is conducting a program to reduce the flow of private capital to foreign countries. Mr. Saunders also served as co-chairman of the Business Committee for Tax Reduction, which rallied support for the Federal tax cut in 1964.

No. 1 passenger— Jackie Gleason was named "Rail Traveler of the Year" by the American Association of Passenger Traffic Officers, meeting in Chicago last month. The TV star has hired special trains to transport of Passenger Traffic Officers, meeting in Chicago last month. The TV star has hired special trains to transport.

New Department of Transportation— On October 15, President Johnson signed legislation creating a new Cabinet-level department to coordinate transportation matters under a Secretary of Transportation. Consolidated into the new department will be the policy-making, promotional, research and safety functions of various agencies now dealing with transportation by rail, air and highway. However, regulation of rates will continue to be the responsibility of independent agencies, such as the Interstate Commerce Commission and the Civil Aeronautics Board.

President Johnson had requested that the new department also cover water transportation, and take in the Federal Maritime Administration, but this was not provided for in the legislation passed by Congress.

The 'Ditch' gets $500,000— Senatorial opponents of the Ohio River-Lake Erie canal project were thwarted in their attempt to cut an appropriation of $500,000 from the Public Works Bill before it received final Senate approval last month. The money will be used to start detailed planning for the canal. However, opponents of the project stress that the States and communities along the proposed route must announce their willingness to pay their share of the costs before actual construction can begin. Officials of many communities have already expressed their opposition.

I read the Pennsy, and I think it's great—except one thing: There is never anything about Michigan. For instance, it's not for all the pulpwood that we're shipping to the paper mills, maybe The Pennsy wouldn't have enough paper to go around to all the employees, and some of us might not even get paid. Hope to see you around here sometime soon—and bring your camera."—Mark Cunningham, PRR clerk, Cadillac, Michigan.

I noted your recent cartoon showing a signal on the left side of the track, and I wish to remind all concerned that the Chicago & Northwestern Raiway operates 'left-handed' for many years, and still does, as far as I know. The old Lake Shore & Michigan Southern also ran left-handed. I read your paper with much interest. It is sent to me by O. W. Brooks, track foreman at Emporium.—Ivan W. Saunders, N. Braddock, Pa.

We are very much interested in acquiring copies of your periodical. Will you kindly advise if you can favour us and if we should make remittance in advance in order to obtain them?—Mr. Chincopin, Mexican National Railways.

In your May 1, 1966, edition of The Pennsy, you carried a picture of Private Francis E. Hamilton. I thought you would be interested to know that his father, George Z. Hamilton, is employed by the Pennsylvania Railroad in Philadelphia. My father, Daniel A. McCarthy, Pete's Riverton connection, "left-handed" for many years, and still does, as far as I know. The old Lake Shore & Michigan Southern also ran left-handed. I read your paper with much interest. It is sent to me by O. W. Brooks, track foreman at Emporium.—Ivan W. Saunders, N. Braddock, Pa.

I have been a constant reader of The Pennsy since it was first published, and look forward to each issue as it is delivered to my desk at the Copperweld Steel Company. It is a fact that we all receive numerous publications which we read and others we glance through, but some we enjoy even though they have no connection at all as to our physical make-up or hobby, but just a switch from everyday reading. This is the way The Pennsy pleases me. Congratulations for a job being well done."—H. E. Smith, Glassport, Pa.
To meet the mounting requests for these dramatic pictures of Pennsy trains in action, we now have an additional supply on hand—handsome, full-color prints suitable for home or office. The 4 paintings are reproduced from deep-etched lithographed plates and printed on fine antique stock. They are offered by the Pennsy at the modest price of $2.00 for the complete set. The prints measure 16 x 12 inches—a standard picture-frame size—and come in a portfolio that also serves as a natural package for Christmas gift-giving. The originals, painted by Grif Teller, were reproduced on PRR calendars for the years 1932, 1950, 1952, and 1960. Send for your full-color prints today.

Fill out the coupon below and mail with check or money order, payable to Pennsylvania Railroad, to: "Portfolio," Pennsylvania Railroad, Room 1040, 6 Penn Center Plaza, Philadelphia, Pa. 19104.

Please send me □ portfolio(s) at $2.00 for each portfolio of 4 prints.

Name ____________________________

Street ____________________________

City ____________________________ State _______ Zip Code ______

State of Pennsylvania residents should add 5% sales tax.