When you're on the air

Test your radio when coming on duty, by talking to another radio "station" in your train or nearby tower.

Press radio button when speaking; release button to listen.

Keep message brief and to the point. Airways must be kept open as much as possible.

Name your railroad. Don't say, "Engine 6010 calling Banks Tower." Say, "PRR Engine 6010 calling Banks Tower."

In case of emergency, say the word "Emergency" three times, then give your message. This applies to wrecks, washouts, fires, track obstructions.

If you hear an emergency call, stay off the air till sender completes his message.

Calls from outside the railroad, such as from ships and planes, may sometimes break into the PRR network. If the call is preceded by the word "Mayday," meaning distress, "Pan" (urgent) or "Security" (safety message), relay word to tower and give aid if possible.

No employee may divulge any message to anyone other than employees whose duties require the information. The only exception is distress messages.

Keep radio turned on at all times, with volume high enough to hear all calls.

F.C.C. agents should be permitted to inspect radios at any reasonable time, upon proper identification.

PRR's big new radio network

There's NBC. And CBS. And ABC. Now comes the PRR network, with more "outlets" than any of them.

The Railroad is installing approximately 2700 radio transmitting and receiving stations in locomotives, cabin cars and block towers.

"When completed, this new system will provide the PRR with a communications network unmatched in the railroad industry," says Kenneth M. Lockerby, system engineer of communications and signals.

A freight conductor in a cabin car will be able to talk with the engineman 100 or more car lengths ahead. And both will have instant communication with the block tower.

If a trainman notices a shifted load or a sticking brake on a passing train, he'll be able to flash word to that train's conductor and engineman.

If a pusher engine couples on to help a heavy freight up a stiff grade, the engineman on the rear end will be able to precisely synchronize his power with the one up front.

One of the familiar scenes in train operations will be seen less often—a crewman getting off a train on a side track and walking to a wayside phone to ask the tower's permission to enter the main track. In most cases, this call will be made directly from the locomotive.

"This will save a lot of walking and expedite train movement," comments Belknap Freeman, engineer of communications and signals.

Phoning from a train isn't new on the PRR. For more than 20 years, the Railroad has been using a system known as inductive trainphone. This works by sending out waves that induce a current along telephone pole lines—something trainphone couldn't do.

In addition, the new cabin-car radios are portable and lightweight—about seven pounds. A conductor or brakeman who has to get off and flag or check the train can take the set with him and maintain continuous communication with the engine.

The transmitters on the locomotives will have a range of about 20 miles; those in cabin cars, about two miles; those in block towers, about 40 miles.

In areas where block towers are separated by more than 40 miles, repeater stations are being set up to boost the signal strength. This is also being done in the mountainous area between Altoona and Pittsburgh, where rocky walls limit the range of the radio frequency beams.

To locate the spots where repeater stations were needed, two PRR electronic engineers, Robert H. Brown and Paul S. Earley, recently rode the main lines in a mobile laboratory. This was a F-70 coach outfitted with recording devices, which enabled them to record the strength of the radio beams all along the way.

PRR people who will be using the new radio system will have to keep in mind that they are "on the air," emphasizes Jack W. Rathvon, PRR manager of operating rules.

"That means we're bound by the rules and regulations of the Federal Communications Commission, and any violation is a Federal offense.

"Unauthorized removal of this equipment or any part of it also carries criminal penalties.

"The F.C.C. doesn't see anything funny in any horseplay on the air. That means there's a ban on any kidding messages about non-existent emergencies. There's a ban on unnecessary or unidentified communications and on indecent or profane language.

"We have issued detailed instructions on proper operation of our radio system.

"By using it according to the rules, and with common sense, we're going to see important results in terms of smoother operations, closer coordination, and improved service."
Altoona’s red hot football boosters

The football team at Altoona Area High School is so good that it often has to travel into other States to find opponents. It seems that some schools don’t relish being mauled by the Altoona Mountain Lions.

In the past six years, the Altoona boys have won 53 games and lost only six.

It’s no wonder that the football team has one of the hottest boosters’ clubs anywhere. It’s called the Sideliners Club. It was started two years ago, mainly through the efforts of some Pennsylvania Railroad men.

Here’s how it came about:

In the fall of 1964, three PRR men accompanied the Altoona team to a game against a high school team at Massillon, Ohio. One way to describe the Massillon team that year is by noting that it beat Altoona. That was startling enough. But the PRR men were even more astonished to see the big stadium fill to overflowing for the game.

Here was a city of 30,000 people, and it could completely fill a 22,000-seat stadium.

The three PRR men were J. Patrick Wherry and Philip D. Steele, clerks in the comptroller’s office; and Albert B. Guyer, key punch supervisor. They asked questions of the Massillon fans and found out that a local boosters’ club had a lot to do with the attendance and enthusiasm.

When the three returned to Altoona, they talked the matter up among fellow PRR men and quickly got three recruits: Roger K. Wyland, lead clerk in the Budget Department; James E. Runyen, computer programmer; and Robert Turner, key punch operator.

By December, 1964, an organization called the Sideliners Club was in existence.

An ad was placed in the Altoona Mirror, to announce formation of the club, its purpose—to boost the high school football team—and the date and place for the first meeting.

Seventy people showed up. Mr. Stein was elected president; Mr. Guyer, vice president; and Mr. Wherry, treasurer. Dues were set at $2 a year.

By the end of its first year, the club had 845 members. This year, Mr. Steele said, the club expects to go over 1000.

The Sideliners hold a meeting once a month during the off-season, but during the season they get together practically every week to give awards to the outstanding lineman and outstanding back of the previous game. With a fine sense of sportsmanship, they also give an award to the best player on the opposing team.

At the end of the 1965 season, the Sideliners sponsored a dinner at which they presented each of the 52 members of the Altoona team with a blazer bearing the school seal.

The footballers are also inspired by a 125-piece band with 53 girl color guards and majorettes. They were named National Cherry Blossom Champions at Washington in 1963 and 1966.

In addition to dues, the Sideliners raised money last year by selling 535 license plates with the school emblem, and holding a spaghetti dinner where 300 comers were served by the members at $1 per plate.

As a result of the Sideliners’ activities, attendance at the games has grown enormously, reaching as high as 17,000 and requiring the use of temporary bleachers. Mr. Wherry says club members are thinking fondly of a larger stadium, but they’re putting this project in the future.

The officers of the Sideliners always admit their debt to Massillon for inspiring the formation of the club. So when the Massillon team came to Altoona for a game last year, the club invited the visiting delegation of 175 to a buffet dinner the night before the game.

And the next day, the Sideliners were gratified by a huge turnout at the stadium. Still, it was a day for mixed emotions. Massillon beat Altoona again.

Altoona players, in practice scrimmage, show the spirit that inspires their boosters.

On The Way Up
holy rattlesnakes! here comes a PRR coal agent

When you’re a PRR district coal agent, you never know what you’re liable to run into.

Like snakes, for example.

You’re following the right of way and you make a turn around a curve and suddenly you find yourself looking at a rattlesnake in the eye.

“But the rattler has to curl up his body before he can strike, and that gives you time to get out of there,” says Kenneth A. Barrick.

“Anyway, the snake is probably as scared as you are, and by the time you come back that way, he’s gone.”

Mr. Barrick is a district coal agent working out of the PRR Pittsburgh headquarters. His territory covers western Pennsylvania and northern West Virginia and he averages about 2200 miles a month by car.

But there are many occasions when he must do some exploring on foot, and his lean, rangy frame is ideally suited for walking across hills, clambering over farm fences, and sidestepping rattlesnakes.

As a district coal agent, Mr. Barrick’s two main assignments are:

To encourage shippers to route more coal via PRR; and

To promote the establishment of new coal mines and the expansion of existing mines along the Pennsylvania Railroad.

Coal has a tremendous meaning for everybody who earns his living on the Railroad, Mr. Barrick says.

“Of every three tons of freight the owner of the coal field who wants to develop it but doesn’t know how to go about it. He comes to the PRR for guidance.

“If we obtain the owner’s consent, we take the story around to coal operators until we find one who’s interested.

“Then we bring the two parties together.

“The result can be a happy marriage—and more coal for PRR men to haul.”

Sometimes the initiative comes from the owner and the coal field who can predict fairly accurately the kind and amount of coal that will be found and what the owner can expect to earn.

“We got out of there in a hurry,” says Mr. Barrick. "We got out of there in a hurry."

Mr. Barrick discusses car supply and train schedules with Andrew Verna at the latter’s Eureka 40 mine at Windber.

Across the fields comes Kenneth A. Barrick as he studies sites for mines and sidings.

On one such inspection tour, the PRR men and a coal operator were walking through an abandoned railroad tunnel near Clearfield, Pa. The tunnel had an S curve. Once they turned the curve, all daylight was blotted out.

The coal operator mentioned that this was a favorite kind of spot for hibernating bears. Then somebody thought he heard an odd sound.

“We got out of there in a hurry,” says Mr. Barrick.

One of the things Mr. Barrick and other PRR coal representatives have been stressing lately is development of the “A” seam. That’s the bottom layer of a field of coal. It’s usually hard to get at and has often been left untouched in the past. However, with modern mining machinery and up-to-date preparation plants, the huge reserves of this seam are becoming a valuable addition to marketable coal.

“We have been able to persuade some operators to start working this seam, and expect to get others in the near future,” Mr. Barrick says.

The big emphasis today is on high-volume shipments. This helps keep unit costs low and helps coal compete against oil and nuclear power in providing fuel for electric power plants.

“But while we seek the business of the large coal producers, we don’t neglect the small operator,” Mr. Barrick emphasizes.

“There are many small operators and they provide a substantial part of our coal traffic. They require the same good service.”

What does a coal agent do on his days off?

You might think that with all his running around, Mr. Barrick would choose a nice sedentary hobby like crossword puzzles. Instead, he goes golfing.

“But on the golf course, people admire my courage, not my skill,” he confesses. “If there’s a booby prize, I usually win it.”

He studies a trainload shipping site with H. T. Alexander, assistant engineer, G. E. Thomas, coal sales manager, Pittsburgh.

He watches a big scoop at work, digging coal in a surface mining operation.
Learning to walk on a two-way street

As a shop steward in the 46th Street Enginehouse at Philadelphia, Thomas J. McGuire often thought: “There must be a better way to do things than just argue.”

In February, 1963, he decided to explore the matter.

He enrolled at the Institute of Industrial Relations, affiliated with St. Joseph’s College, Philadelphia. After a three-year night course, he graduated this spring with 20 others—all that were left of the 150 students who had started with him.

With his Certificate of Achievement under his arm, Mr. McGuire told his friends: “The instructors tried to put a little bit of ethics in the relationship between management and labor. They pointed out that it’s a two-way street. Neither side can give every-thing that the other side wants, but they can meet reasonable demands. They taught us to search for that reasonable approach.

“They taught a tolerant attitude, and that means you don’t go in to see the boss with a chip on your shoulder.”

Mr. McGuire says. “Being a bachelor, I had more time to do the work.”

The classwork at the Institute takes two evenings per week, four hours per evening. There is homework involving library research in labor law, history of unionism, arbitration awards and other subjects.

“That’s quite a load for a man with family responsibilities—which is why so many had to drop out,” Mr. McGuire says. “Being a bachelor, I had more time to do the work.”

The students consist of labor and management men. Tuition is free, except for a $10 registration fee “as an earnest of serious purpose.” The instructors, men of experience in industry, labor, law and public affairs, all serve without pay.

This unusual Philadelphia institution was founded in 1943 by Rev. Dennis J. Comey, a Jesuit priest.

“The proposal was not unanimously endorsed,” Father Comey recalls. “A grim diagnosis was made that management and labor are unrelenting foes, inextricably locked in a death struggle.

“But our search identified men who manage and men who labor, all weary of unending turmoil.

“In our program, instructors fix a focus on human values, pinpoint ethical canons of truth and honesty, equity and justice, the common good and its restraints on selfishness.

“The labor argument and the management argument are alike scrutinized for their truth.”

Mr. Steel goes to jail

One recent evening, a friend telephoning the home of John Steel was given this reply by one of Mr. Steel’s children:

“I’m sorry, Daddy isn’t home, but he’ll be out of jail by 8:30.”

The child gave an accurate report, he confesses.

Mr. Steel is secretary to the PRR general manager of passenger sales at Philadelphia. His main off-the-job activity is conducting religious services at Philadelphia prisons.

This all started six years ago, when his wife came home from a meeting of the Philadelphia Baptist Association’s Good Shepherd Committee and mentioned that the group needed volunteer help.

“I volunteered, I guess,” he says. Whenever Mr. Steel discerns an interest on the part of a prisoner, he refers him to a church where he is released from jail.

Mr. Steel says. “I find that group Bible reading helps these imprisoned men,” he says. “They help them recognize their weaknesses, and gives them hope and strength to overcome them. We’re all alike, really. We who are out of prison are basically the same as the people inside.”

Whenever Mr. Steel discerns an interest on the part of a prisoner, he refers him to a church where he is released from jail.

“T. J. McGuire goes home after an evening session at Institute of Industrial Relations.

Now, besides conducting the regular Friday night service at the House of Correction, Mr. Steel conducts services at Philadelphia’s Holmesburg Prison once a month, and gets a call every now and then to take charge of a service at the Detention Center, where men are held awaiting trial.

He starts each service with hymns, then conducts responsive Bible reading, and ends with a sermon. The services each last about an hour, and there usually is a good attendance.

“One can’t tell whether the inmates come out of a religious sense or merely because it’s a break in the monotony of prison life,” says Mr. Steel. “These men don’t do much talking. They don’t like to reveal how they truly feel.

“But occasionally they give in and tell you something. Like the night I came to the prison through a heavy snowstorm. As I walked into the chapel, one prisoner said, ‘I was worried you wouldn’t show up.’

“That was a rewarding moment for me.”

The prisoners are always well-behaved and courteous, Mr. Steel says. Not only is his six-year ministry has there been any trouble.

Mr. Steel had no special training for his duties, except a long-time membership in the Christian Endeavor. This is an inter-denominational group that gives training for volunteer church work.

But Mr. Steel places his greatest reliance on his familiarity with the Bible. At the age of 13, he adopted the practice of reading a passage every morning.

He still does that.

“The major lesson learned is that others have problems, too.”

The three-year course covers subjects ranging from grievance procedures to industrial sociology, collective bargaining to public speaking, arbitration procedures to wages and profits.

“T. J. McGuire goes home after an evening session at Institute of Industrial Relations.

“T. J. McGuire goes home after an evening session at Institute of Industrial Relations.

There are courses in 42 different subjects,” Mr. McGuire says. “I took 36 of them, and I’ll probably go back for the rest.”

In January, the building in which the Institute’s classes were held was wrecked in a fire. Since then, the classes have been held in temporary quarters, while a fund-raising campaign is going on for construction of a new building.

“I think almost anybody can benefit from courses like these,” concludes Mr. McGuire. “At the very least, you learn to see the other fellow’s viewpoint.”

In prison chapel, PRR man Steel regularly conducts services for prisoners.
What's all the cheering about?

It's about YOU!

The quality of car handling in most PRR freight yards is better than last year.

This means more satisfied customers—and more freight.

Do you wonder why I'm making like a cheer leader?

You Pennsy people set out to prove you could do a better job of handling freight cars—and you're doing it!

Thanks for all your efforts—and keep up the good work.

Best wishes.

Miss C. H.

AMBASSADORS

A pleasant manner while giving train schedule information over the telephone brings James J. McCarron, clerk in the reservation and information bureau at New York, a note of high praise from F. J. Cichecki, executive secretary of the Dukes Corporation.

"Mr. McCarron was helpful, friendly and pleasing while giving information," he wrote. "There was NOT the tendency toward impatience, abruptness, curtiness, etc., which tend to discourage the caller.

"Only on the basis of my call to Mr. McCarron (shown above) do I forward this comment and recognition of an open, willing and understanding attitude."

From Emile Weitzel, managing director of the Bureau of Travel and Emigration in Luxembourg, came a note of thanks for aid extended to him and 28 fellow travelers in New York City.

The letter was addressed to John L. Martin (above), foreign passenger agent at New York:

"I would like to thank you for all you did for my friends and I as we left for various destinations in the U.S.

"I will never forget your help and cooperation, and you may be certain I will again call on your good services. You can truly call yourself an ambassador of good will for your country."

Regis J. Lynch, supervisor of loading services in the New York Division, examines tape removed from an impact register.

Registers like this one are in constant use, attached to freight cars moving on the railroad. When a car is coupled or jarred, a horizontal line automatically appears on the tape. A clock mechanism tells when the impact occurred. The car movement records tell where it occurred.

The tape at right shows three horizontal lines, but all indicate impacts safely below 4 miles per hour.

"That's the key to prevention of freight damage," says Mr. Lynch.
He turned a dungeon into a boys' club

One of the most touching things that ever happened to him, says Regis B. Ranck, was when he acted as host to three boys at a downtown restaurant recently.

One of the boys mentioned that this was his birthday. When the boy left the table for a moment, Mr. Ranck hurriedly called a waitress and asked her to get a birthday cake.

The boy was overwhelmed when it arrived. He was 15 years old, and this was the first birthday cake he had ever had.

"All right, now start cutting it," said Mr. Ranck.

"No, no," exclaimed the boy—"let's save it till we get back to the Home, so we can share it with all the kids."

This generous reaction of an underprivileged boy gave Mr. Ranck a feeling of reward that would be hard to match, he says.

The Home the boy was referring to is the Northern Home for Children. This is a non-denominational Philadelphia institution for orphaned or neglected boys and girls, many placed there by the courts.

This is where Regis Ranck donates most of his free time—and a good deal of his money.

Mr. Ranck, a 21-year-old statistical clerk in the PRR coal and ore traffic department, was drawn into this activity by Denis, his brother.

Denis Ranck, studying for the priesthood at the St. Charles Seminary, was serving as volunteer counselor at the Northern Home and began bringing some of the boys to the Ranck home for dinner. Soon Regis found himself taking the boys to ball games, movies, go-kart races and other places where boys 14 to 18 years old like to go.

Then Regis decided that the best thing he could do for these boys was to set up a game room in the Home where they could have a good time without having to spend the $1 or $2 they earned each week for chores.

The 100-year-old building had a dungeon-like basement, used for storage. With the director's approval, Mr. Ranck spent a vacation week cleaning, fixing and painting with the help of six boys.

Regis Ranck explains operation of new jukebox to boys at the Northern Home.

With the boys' help, Regis Ranck converted an old basement into a game and club room.

Then he proceeded to furnish the basement, mostly with his own money.

"I find it difficult and embarrassing to go around asking for donations," he confesses.

"Once he became associated with the Home, some neighborhood boys asked me to help find a sponsor for their baseball team. I called on a number of merchants, auto dealers, even the undertaker. They all said they couldn't afford to get involved. I wound up spending my own money for uniforms. I guess, as a bachelor, I could afford it."

"Well, those boys won their division championship, and wound up second in the city, and the pride they got from their trophy was worth every penny I spent."

So now, in equipping the game room, Regis went out shopping for bargains. He bought a second-hand jukebox, an electronic bowling alley device, and then happily received an unexpected gift of two pinball machines from the Stan Harris vending machine company. He now plans to buy a wrestling mat, a second-hand pool table.

Mr. Ranck takes pride in this bowling setup, at which six can play at once. punching bag and boxing gloves, and hopes to get some help in buying a second-hand pool table.

"We're going to have a place the boys will enjoy more than wandering out to jukebox hangouts and maybe getting into trouble," Mr. Ranck says. "We already have a club going. The members pay dues for refreshments, and have held several parties. They now have a place where they can feel they belong."

Another homecoming for Lowell Norris

A German artillery shell ended Lowell H. Norris's participation in World War II. The explosion badly injured his leg as he was leading an infantry squad of the 26th Division toward other Army units trapped in the Battle of the Bulge.

When Staff Sergeant Norris came limping home to Altoona, he was met by a welcoming committee consisting of two persons—his parents.

Recently, Mr. Norris had another homecoming—returning to Altoona after attending the annual Pennsylvania State convention of the Veterans of Foreign Wars.

This time, more than 50 persons hailed him at the PRR station. A 12-car caravan escorted him through town. And 75 more persons waited at the VFW meeting hall of the Bernard Albert Good Post 5865, in Juniata, to greet him.

The big news was that Mr. Norris had been elected judge advocate of the Pennsylvania Department, VFW, the fourth ranking office in the State organization.

It was the first time that a member of the Juniata post had been elected to State office, and the first such honor in 20 years for the entire District 22, which covers three counties.

Mr. Norris, who works on the PRR as a budget analyst in the Heavy Repair Shops, now becomes the authority on interpreting the VFW constitution and other legal matters for the 669 posts and the 150,000 members in Pennsylvania.

"This will take a lot of my free time," he says. "But my wife won't mind. She's a member of the VFW auxiliary—a past president, in fact."

His interest in veteran affairs was stimulated by his cousin, George Norris, a retired PRR machinist and a veteran of World War I. Scarcely two weeks after Lowell Norris had returned from the war, George Norris came by to take him to a VFW meeting.

"At first I had only a limited interest," says Lowell Norris. "But after I saw what the VFW was doing for veterans, widows and orphans, I decided to devote my free time to these activities, and to the advancement of Americanism and loyalty to the Flag."

Soon he was being elected to local offices. He became post commander in 1955. After that, he began being elected to district offices, and finally enthusiastic supporters boomed him for State office, with results at this year's convention.

"It isn't the honor that matters—it's the greater opportunity to be of service," says Mr. Norris.

When I got home from the war, my cousin told me what I now tell young veterans:

"You now have an opportunity to promote the ideals for which you fought overseas."
Extra railroad annuities approved—Congress last month voted approval of a new law providing supplemental annuities for railroad employes. The law was sponsored jointly by the railroad companies and railroad unions.

The supplemental annuities will go to employes retiring on or after July 1, 1966, having attained the age of 65 or over, and having at least 35 years’ service and a current connection with the railroad industry.

The amount of the supplemental annuity will range from $45 a month for employes with 25 years’ service, to $70 a month for employes with 30 or more years’ service. An employe entitled to receive a pension under provisions of a railroad’s private pension plan will have the supplemental annuity reduced by an amount equal to that portion of the private pension which is paid for by company contributions.

Employees will not contribute to the cost of the new annuities. The cost will be borne entirely by the railroad companies, which will begin paying a new tax of 2 cents per hour on the total hours for which wages are paid. The estimated cost to the railroad companies is $35 million per year.

The measure passed by Congress also provides a 7 percent increase in regular annuities for those who did not get such an increase when the 7 percent boost in Social Security benefits went into effect January 1, 1965. However, retiring employes who became entitled to the new supplemental annuity will not get this 7 percent boost in the regular annuity.

To finance this 7 percent increase, active railroad employes will pay 1/4 of 1 percent more in Railroad Retirement taxes, and the railroad companies will pay an equal amount, beginning January 1, 1967.

Penn Station project zooms ahead—October 28 marked the end of three years’ work on the Penn Station renovation project and by this time next year it should be virtually completed, stated Harry J. McNally, chief engineer of New York improvements. At that time, the New York Rangers will be playing in the new Madison Square Garden; the first tenants will have moved into the new 29-story office building; and PRR passengers will be using a modern, air-conditioned station completely below street level.

A new passenger ticket facility is already in use, as well as a new reservation office (shown above).

Better freight service via Chicago—A new arrangement made last month with the Illinois Central Railroad is giving shippers better service on freight coming from the West for delivery by the PRR to Eastern cities. Cars that the IC formerly delivered to the PRR at Danville, Illinois, will now be delivered by the PRR at 55th Street Yard, Chicago. As a result, delivery to destination is being speeded up by many hours.

Piggyback traffic from the IC now can be put on the PRR’s network for delivery to Baltimore, Philadelphia and New York. Perishables for New York can also ride this train. Perishables for other Eastern destinations go on another PRR fast freight, CG-4.

More rack cars—The PRR has ordered 138 new multi-level units for transporting automobiles. This will increase to 1508 the number of rack cars available to carry new 1967 model autos from assembly plants to distribution centers. The loading racks, mounted on 89-foot Trailer Train flat cars, will be of two types: triple deck for automobiles, and double-deck for station wagons and small trucks.

New gondolas—The PRR has placed in service 200 new gondolas for hauling steel products. The cars, built at the PRR’s Altoona Works, are 65 feet long and have high sides, a payent safe loaded of long items, such as pipe and structural steel sections. The new cars represent another advance in shipping techniques, resulting from the PRR’s market research program and the development of specialized equipment.

Funds for High Speed—Congress last month passed an appropriation bill including $22 million to help finance research for high-speed ground transportation. Meanwhile, the Department of Commerce, in its first report on the High Speed Ground Transportation Act, called attention to advances in rail research and development, and suggested that the project be assigned to the new Department of Transportation.

M. B. A. meets—Three hundred delegates and guests from all parts of the System attended the general assembly meeting of the Mutual Beneficial Association of Pennsylvania Railroad Employees at Philadelphia last month. Lyle W. Addie and Louis F. Zollinger were reelected general president and general secretary-treasurer, respectively, and Edmund P. DeCeck was elected general vice president. The organization administers a $13 million fraternal insurance program and conducts social activities and charitable work through local assemblies located across the railroad.

Pennsy is honored—This publication received the distinguished achievement award of the Association of Railroad Editors at the organization’s 1966 convention. The Pennsy was honored specifically for an article describing the PRR policy of hiring, placing and upgrading employees without regard to race, religion, color or national origin.
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.

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City ____________________________ State ___________ Zip Code ____________

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