A THOMSON GIRL
See Page Four
Providing a fast new freight link:

An old branch makes a comeback

Conductor James H. Mansfield throws a switch at Porter, Del., junction of the short-cut branch and Delmarva main line.

Scooting down the stretch of track that PRR men call the “Delaware Road” comes Freight Train HD-2, with Engineman Charles R. Rexroth at the controls.

“It’s a good train and we make excellent time,” he says.

HD-2 and its westbound twin, HD-1, are providing a freight service that has chopped a full day off the travel time between the Delmarva Peninsula and the cities of the Midwest.

“I’d call that pretty good going,” comments Conductor Edward L. Davis.

The saving of a day means a great deal to shippers nowadays. Many of them operate with smaller stockpiles and inventories than ever before. And they need faster service than ever before, to replenish their stocks or keep assembly lines moving.

For such shippers, HD-1 and HD-2 are a winning ticket.

A full day saved . . . how was it done?

The answer lies in a track project completed by PRR men during the past summer, at a cost of $100,000. Previously, freight moving off the Delaware-Maryland-Virginia Peninsula had to move north to Wilmington, Del. Then it had to backtrack to Perryville, Md., where it moved over the branch leading through Columbia, Pa., to Enola Yard. There the freight connected with trains for Detroit, Cincinnati, St. Louis, Chicago and other gateway cities.

What PRR track forces did this past summer was to renovate a 90-year-old branch linking Porter and Newark, Del. This provided a short cut avoiding the time-consuming move up the main line and through the busy Wilmington area.

“Making this change is a prime example of how our railroad displays its flexibility in competing for business with the truck lines,” says L. J. (Jim) Bossler, assistant general manager, freight service.

“The trucks have a wide choice of highways and short cuts and this has enabled them to take away much of the traffic we formerly carried on the Delmarva Peninsula. Now, by improving our service, we are in a better position to win this business back.”

On a typical day, HD-2 brought the following products from the Midwest to Delmarva:

- Plywood, corn, oats, flour, gluten feed, beans, coal, assembled autos, fresh meat, frozen turkeys, steel rails, limestone, door frames, glassware, rope, refrigerator parts, automobile parts.

And westbound from Delmarva on HD-1 came:

- Canned goods, lumber, pulp wood, wood chips, furniture, brick, synthetic fibers, plus a string of empties returning to Midwestern points for more loads.

HD-1 departs from Delmar, on the Delaware-Maryland border, at 9 A.M., picks up additional cars at Newark, and terminates at 5:10 P.M. at Delmar, where connection is made with six trains serving the peninsula and the area around Norfolk, Va.

The new short cut, a 6½-mile portion of the Newark and Delaware City Branch, originally was built in 1875. The track had a busy career until its main customers, the potato growers, shifted to truck transport. During World War II, the branch was used to haul ammunition in and out of an Army storage depot. After that, the branch rarely saw a train.

Now, with the recent spurt of diversified industry on the Delmarva Peninsula and the restoration job done by PRR track forces, the Newark and Delaware City Branch is off on a promising new career.
Men of other railroads get a look at the PRR

Visitors hear about operations of PRR's giant ore-unloading pier in South Philadelphia.

Three railroads operate in and around Philadelphia—the PRR, the Reading and the B&O. But more than 30 other railroads maintain offices and have sales agents soliciting business in this city.

In many cases, these agents have never had an opportunity to get thoroughly acquainted with the city's rail facilities.

Charles A. Fritsonz, PRR sales manager at Philadelphia, figured that a first-hand look would better enable them to advise and serve their customers who ship to or from the Philadelphia area.

Robert A. Sumfleld, assistant district sales manager, handled the arrangements. Two busloads of visitors were taken on a tour of all the major rail facilities, including the PRR produce terminal, the TrueTrain terminal, the PRR pier where imported iron ore is transferred from ships to freight cars, and the pier where hoppers cars dump coal into outbound ships.

"The visitors came away with a better idea of the variety and efficiency of the services our railroad offers to the shipping world," concluded Mr. Fritsonz.

On The Way Up

The incident really wasn't worth making a fuss about," said Jim Grant.

"It happens all the time," he pointed out.

"A company needs a piece of equipment in a hurry to keep its production line from coming to a halt. So we put in an extra effort to make sure it's loaded safely and delivered promptly. That's all. It's our job. It's what the shipper pays us for."

Nevertheless, however routine Jim Grant considered the matter, it brought a letter of appreciation from Olin Brass, a division of Olin Mathieson Chemical Corporation, at East Alton, Ill.

A huge gear in the brass plant's rolling mill was worn out, and a replacement was mandatory. A suitable used gear was purchased by Olin from Superior Steel Company, Carnegie, Pa.

Jim Grant, PRR car inspector, who works out of Scully Yard, went over to the plant when the 30-ton load was being backed and tied down on a flat car. It's the shipper's responsibility to do that, but it's the car inspector's job to make sure it's done right.

Jim Grant made suggestions to improve the bracing and expedite the job, and helped get the car ready to make on a first available westbound train.

The shipment arrived in good time; and G. A. Chandler, vice president, manufacturing, at Olin Brass, wrote the PRR:

"I would like to commend your car inspector, Mr. Jim Grant, for his aid in expediting an emergency shipment for us. His prompt attention was a significant factor in the receipt of the car on schedule."

What the shipper pays us for
Her typewriter has only six keys

A few years ago, Rita L. McCormack strained her back—and entered another world.

Before the injury, Miss McCormack, supervisor of special movements in the Dining Car Department, Long Island City, N.Y., had been an ardent bowler. Afterwards, she was compelled to look for a less strenuous hobby.

“I decided I wanted to help the handicapped,” she recalls, “but I didn’t know where to get started.”

“One day, a member of Catholic Charities, in which I’ve been active for several years, asked me to drive some blind people to a dance.

“When I arrived to pick them up, I tried to be very helpful—holding their arms and guiding them.

“I learned not to do that, fast. The blind are like everybody else—they want to do things for themselves.”

Miss McCormack got to know these people and became deeply interested in helping them. She learned that one of the most serious handicaps of the sightless is the shortage of books.

Miss McCormack enrolled in a 20-week course to learn how to operate a Braille typewriter. After completion, she was officially certified by an expert at the Library of Congress, a requirement for anyone desiring to type Braille books for general use.

Then she bought her own Braille typewriter. It cost $90.

“It’s a lot different from an ordinary typewriter,” she says. “It has only six keys. The Braille alphabet has the same 26 letters of the English alphabet, but the letters are formed by only six dots in a variety of patterns.”

The first job she undertook was to make a Braille version of a Latin textbook for a high-school girl.

Miss McCormack worked an average of three hours a day for four months to produce it. The single textbook of 150 pages became, in Braille, five volumes of 80 or 90 pages each.

“That’s because Braille symbols are different from ordinary letters and the lines are much farther apart, to aid the blind person who reads by sliding his fingers across the raised dots,” Miss McCormack explains.

She felt a deep sense of reward when the blind girl she had helped won a scholarship to New Rochelle College.

Since then Miss McCormack has completed five other textbooks in Braille. Class is the average person—and I’m enjoying it with them.”

Best way to enjoy sports events (go there by train)

The Sundowners is a group of sportsmen from Patton, Pa., who travel hundreds of miles each year to watch top sports events.

They always travel by train.

“Buses?” shrugs Ray Vezza, the only railroader in the group. “Never heard of them!”

Mr. Vezza, the club’s transportation officer, is a block operator at Cresson, Pa., on the PRR’s Allegheny Division. Is that why he always prescribes train travel for the club?

“It isn’t that at all,” he affirms. “All the members have agreed that going by train is pleasanter than any other method. We enjoy relaxing in the club cars—we’ve met Congressmen and other prominent people there—and we always have a lot of fun in the course of the trip.

“You can’t do that driving a car, and you can’t do that on a bus. We appreciate the attention of the trainmen and other employes. We’ve ridden with Conductor C. N. Finnegan on No. 54 and Waiter-in-charge Willie Thomas more than anyone else, and they’ve been very congenial. Waiter Thomas gives us wonderful service—always makes us feel at home.

“We wouldn’t leave the trains for anything. One year we passed up a Detroit Lions-Green Bay game simply because we couldn’t get train space and wouldn’t travel any other way.”

To minimize the problem of getting sufficient train space to keep the group together, the Sundowners restrict their membership to ten.

The president is Thomas S. Chernisky, of the Pennsylvania Electric Company. The public relations officer is Albert L. Halaska, borough secretary of Patton Borough. The other members include salesmen, businessmen and public officials.

There’s a waiting list of 25.

The name, Sundowners, was derived from the club’s motto: “To promote the objectives of our organization with the energy of the sun, and as members and individuals to act as conservative and dignified as the sundown.”

As that would indicate, the club’s activities aren’t all fun and games.

The members bought land and helped construct a Little League baseball diamond.

“We continue to try to help athletic activities, especially where kids are involved,” Mr. Vezza says.

“In the meantime, we plan to see some great sports events. Next spring, for example, we’re going to start an annual ‘pilgrimage’ to the Churchill Downs race track. By train, of course.”

Fingers of the blind read Rita’s books.

Ray Vezza, PRR block tower operator, points out the sights on Sundowners’ train trip.
Mr. Thomson still aids railroad workers' daughters

The Pennsylvania Railroad System can be considered the granite and steel monument of John Edgar Thomson. The first man to be appointed chief engineer of the Railroad, in 1847, he laid out the route for the original main line along the Juniata River and across the Alleghenies. As the Railroad’s third president, from 1852 to 1874, he expanded and molded the Railroad to approximately its present contours, stretching from the Atlantic to the Great Lakes and the Mississippi.

When he died in 1874, he also left another kind of monument. It was in the form of a trust to aid the orphaned daughters of railroad men. Mr. Thomson had no children of his own. But he often reflected on the problem of orphaned girls. A fatherless boy could usually get a trade school education or could get a job; a girl had little chance for either in that era.

Mr. Thomson bequeathed the major portion of his million-dollar estate as a trust fund, the income of which was to be used for “the education and maintenance of female orphans of railroad employees whose fathers may have been killed while in the discharge of their duties.”

Over the years, improved equipment and operating methods, as well as intensive safety programs, so reduced the number of fatalities that, in time, there were few applicants who were eligible.

In 1923, the trustees of the estate, with court approval, expanded the eligibility to include daughters of employees who die from causes not related to the job.

Of the 160 girls currently being aided, only three are daughters of men who were killed on duty.

An average cost of about $500 is incurred annually by the Foundation for each girl aided. In addition to a monthly grant, paid to the mother for the child’s maintenance, the aid covers certain medical expenses, such as tonsillectomies, dental work and eyeglasses.

In most cases, aid terminates when the girl completes high school. Occasionally, when circumstances warrant, the Foundation continues limited financial assistance to enable a girl to continue education in a nursing school or in college.

Mrs. Jessie R. Wilson, director of the Foundation, recently retired after serving 43 years.

The Foundation’s board of trustees praised Mrs. Wilson for “her fine judgment and exceptional leadership, as well as her deep concern for the welfare of others.”

The trustees are W. Heyward Myers, Jr., a retired attorney; James P. Newell, president of the Trailer Train Company; and William R. Gerstnecker, treasurer of the Pennsylvania Railroad Company.

The achievements of the Foundation “reflect to a great extent the dedication and zeal Mrs. Wilson has demonstrated,” stated Mr. Gerstnecker. “Mothers of the grantees have been constant in their praise of her personal concern for the well-being of their daughters.

“Her guiding influence has been evident as the work has expanded over the years. A total of 1577 girls have been aided since the Foundation has been in existence.”

Mary Cynthia Flaherty, 10, of Crestline, Ohio, began receiving aid after the death of her father, Matthew W., an engineman.

Cynthia, daughter of the late Merle B. Pace, stationary fireman in the Pittsburgh Division, is now a college freshman.

Lois, daughter of the late Richard Paul Clark, Northern Division fireman, received aid till completion of nursing school.

Janet, Carol and Ruth are daughters of the late William C. Greenlee, Camden, N.J., Chesapeake Division engineman.

Margaret, Madeline and Amy, daughters of the late Henry W. Deni, of Croydon, Pa., bridge operator, get Thomson aid.

John Edgar Thomson, born in 1808, got his first engineering job at 19, and helped lay out the Camden & Amboy, the Georgia Railroad and the PRR. He died in 1874.

The story of Roosevelt Thompson, told at the right, has been repeated thousands of times in American industries.

Something heavy falls... the worker doesn't get out the way in time... it lands on his foot... but he's saved from injury...

What saves him is a tiny steel cap built into the toe of his safety shoes. Shaped like a dome and weighing slightly more than an ounce, the steel cap is designed to withstand heavy pressures.

For example, an Altoona employe had a 1500-pound lift machine roll over his foot. It dented the toe of his safety shoe, but left his toes unharmed.

Safety shoes are sold at about 50 locations on the PRR, and may be bought through convenient payroll deductions.

"All Railroaders in maintenance or transportation owe it to themselves to wear safety shoes— and most do," says Joseph A. Bonelli, PRR manager of safety.

"Unfortunately, some don't get safety shoes because of incorrect impressions," Mr. Bonelli says.

He lists some commonly heard objections—and the facts:

"Safety shoes hurt your feet." Fact: Proper fitting assures complete comfort.

"Safety shoes are too heavy." Fact: Each steel toe-cap weighs only a little more than an ounce.

"The steel caps make your toes cold." Fact: Modern safety shoes have felt insulation to protect against cold in winter, heat in summer.

"If something very heavy crushed the steel cap, it would cut through the toes." Fact: Anything as heavy as that would crush the toes anyway. But with objects not quite so heavy, a steel toe-cap may be dented but will produce a mere bruise instead of an amputation.

"I don't handle heavy things, so I don't need safety shoes." Fact: Somebody else who does handle heavy objects might accidentally drop one on your toes. And even a small object falling from a height can cause injury.

"Safety shoes are expensive." Fact: The styles most often bought by railroaders range from $10 to $13 a pair—about the same as the prices for men's street shoes of comparable quality.

Mr. Bonelli concludes:

"Since you're going to get work done the same job many, many times before. Only this time, the wheel fell on my foot," he says. "I didn't know what happened to me until I checked myself. The shoe was all busted. The steel toe was split. But there wasn't a scratch on my foot."

The wheel had seemed perfectly upright, Mr. Thompson recalls. But apparently it had been resting on the flange of the wheel behind it and slid off when he began pushing it.

"I've always worn safety shoes," Mr. Thompson says. "But now they seem to me more comfortable than ever."

When coin fans get together

What happens when a coin collector meets a coin collector? Answer: You've got a coin club going.

Take the case of James H. Kilcullen, assistant inspector of communications and signals in the Philadelphia Division. Talking on the phone to a coin collector in Baltimore, Mr. Kilcullen learned that another PRR collector had recently been transferred to Philadelphia. This was Philip G. Fisher, supervisor of demurrage.

Mr. Kilcullen promptly arranged to meet Mr. Fisher. With an hour, they had made plans for a PRR Coin Club. They're now spreading the word around, to enlist members. Mr. Kilcullen, who lives at 933 Dale Road, Secane, Pa., is temporarily serving as secretary.
APPRECIATION
from the Duke and Duchess

On one of the runs from Palm Beach, Fla., to New York, the Florida Special met with a delay south of Baltimore. Aboard were the Duke and Duchess of Windsor. The delay caused them to rearrange their plans, and the details were worked out by PRR personnel at Pennsylvania Station, New York. This incident, and previous dealings with the Penn Station personnel, brought a letter to the PRR from the royal household.

Their Royal Highnesses wish me to convey their congratulations and thanks for the assistance of such a well-trained and pleasant staff," wrote Janine Metz, private secretary to the Duke and Duchess.

She commended George B. Keegan, station master, for "his perfect sense of organization." She praised Martin J. Dunleavy, assistant station master, for "his kind, poised and efficient manner."

These two, she continued, "were greatly assisted by a personnel obviously belonging to the same school, with deep knowledge of their respective jobs, sense of initiative and smiling willingness." She referred to:

Vincent C. Lynch, chief clerk, and Raymond A. Martignetti, clerk, in the station master's office; Van Buren Dodson, supervisor of station ports; and Lieutenant Leslie B. Olcott, of PRR Police.

Miss Metz summarized the work of these men and their aides in two words: "Magnificent efficiency."

The mark of a good company is that its people give their best not only to Very Important Persons but to everybody who comes in the door.

Here are a few other examples of PRR people providing service in the best PRR tradition:

"I would like to pay a compliment to William J. McKay, a conductor in the Chesapeake Region," wrote James A. Laadt, of Philadelphia.

"On a recent trip to Baltimore I noticed that Mr. McKay's handling of passengers was exceptional. He was pleasant, courteous, smiling and most refreshing in this age of mediocrity.

"I recall vividly Mr. McKay wipping the hand supports as we left the train, just so our hands would not get dirty."

After alighting from the Paoli Local, 15-year-old Ellen Grunenberg, of Bala-Cynwyd, Pa., discovered she had left her brand new pocketbook on the train. By the time she reached home, a phone call came from Conductor H. R. (Dick) Hartman, who had found the pocketbook.

"He was kind enough to offer to bring it to our home, some 18 or 20 miles from his home, if it were needed immediately," wrote the girl's father, John Grunenberg, 2nd. "This courtesy was declined with thanks; instead, it was to be left at the Merion station.

"When Mr. Hartman was unable to leave the pocketbook at Merion, he again called and advised that it was at the Station Master's Office in Penn Center. I picked it up in the afternoon.

"On behalf of my daughter, I wish to call these courtesies and thoughtfulness to your attention. Mr. Hartman did us—and the PRR—a fine service."

What do you do when a passenger train is delayed? Here is what Conductor L. E. Noble did, according to a letter from an admiring passenger, Patrick Duffy, an official of the Post Office Department at Philadelphia.

"Yesterday, there was a natural anxiety due to the delay of the 4:28," Mr. Duffy wrote. "In his kind way, Conductor Noble apologized, explained the cause, promised to do the best he could to get on the way.

"After the first few groans, the passengers were actually sympathetic to the problems he faced. That's real public relations.

"In praising Conductor Noble as the essence of courtesy and kindness, Mr. Duffy also commended other PRR men who work the locals between Media and Philadelphia:

"It has been a pleasure to communicate for the simple reason that all conductors and trainmen have a cheery 'good morning' and a pleasant 'good night.' How the railroad works.

"I would like to pay a compliment to Mr. Cuff. A woman passenger treated them to sodas. The ride took about half an hour, and the children haven't stopped talking about it yet, says Mr. Cuff.

"The theme of the story, he concludes, is that happiness can be an 89-cent train ride."

Wide World Photo

"A few days later, we had $65—more than enough to take the children for the 36-mile ride to Huntingdon."

The tickets cost 89 cents each.

"Those kids were really excited when they got on that train, recalls Mr. Cuff. A woman passenger treated them to sodas. The ride took about half an hour, and the children haven't stopped talking about it yet, says Mr. Cuff.

Highballing toward the High Speed

-The PRR is investing approximately $25 million to prepare its right of way for the High Speed Passenger Service between Washington and New York. And the improvement program is right on schedule, said John F. Piper, assistant vice-president of engineering, in an address before the New England Railroad Club in Boston.

The improvements, he said, include installing new welded rail, strengthening the overhead electric power system, and installing new switches and making changes at three passenger stations.

In addition, the PRR is paying more than $11 million of the $21 million cost of purchasing new self-propelled passenger cars as the Federal Government is putting up $9.6 million.

The new service, scheduled to begin late this year, is actually a market test. Mr. Piper said. The purpose is to determine how the public will react to fast, frequent trains of luxurious, ultramodern design.

"We think the trains will be successful in bringing to the rails many thousands of travelers now using other means," he said, "and thus it will relieve pressure on the airways and highways of the Northeast Corridor."

The Pennsylvania Railroad believes that intercity passenger trains will soon fit in the limited corridors of less than 300 miles in a potential.

The newest trains will increase the service between Washington and New York and will move between 45 percent. There will be frequent trains between New York and Washington, and half-hourly between New York and Philadelphia.

High-level platforms will be built at Baltimore, Wilmington and Washington. Cross-over switches will be installed at Baltimore and Philadelphia.

Merger hearings continue—Additional hearings on the Penn Central merger were held last month before the Interstate Commerce Commission at Washington. The purpose was to review the conditions the I.C.C. has set up to protect the Erie-Lackawanna, Delaware & Hudson and Boston & Maine railroads against loss of traffic that might result from the merger.

The PRR and the New York Central have accepted the original conditions. However, the two railroads opposed another proposal, which is that they should be obliged to make up any capital losses to the three smaller railroads. The Pennsylvania Railroad and the New York Central contended that the Interstate Commerce Act does not provide any basis for such a provision.

The I.C.C. announced that hearings on the inclusion of the Pennsylvania in the merged Penn Central will begin on January 18.

Meanwhile, the Supreme Court of the United States has scheduled January 9 for arguments concerning a decision by a Federal District Court. The latter court had ruled against delaying the merger. Several railroads that favor delay are appealing against this decision. Each side in this proceeding will be allowed four hours to argue its position before the Supreme Court.

The U.S. Department of Justice has filed a brief with the Supreme Court recommending that the merger not go into effect until the I.C.C. completes action on the protective conditions for the three smaller railroads.

However, the Justice Department emphasized that it does not quarrel with the merits of the Penn Central merger, but that it is opposed to the government concerned with policies affecting transportation and the nation's economy "believe that the merger is in the public interest, and that its consummation should be promptly effected."

Discontinuing two trains—The PRR has announced plans to discontinue its daytime passenger trains between Buffalo and Baltimore, No. 570 southbound and 571 northbound—on January 15.

An important factor in the decision was the action of the Post Office Department in taking off its postal cars last August. The loss of postal revenue has aggravated the out-of-pocket losses, which totaled $356,000 during the past 2½ years, reported David E. Smucker, PRR vice president, operations.

In a statement filed with the Interstate Commerce Commission, Mr. Smucker said that there has been an average of only 43 passengers on No. 570, and 46 on No. 571, and most of the passengers ride only a portion of the 395-mile run.

Passengers, mail and express can still be handled on the remaining night-time train between Buffalo and Harrisburg and the two round trips between Harrisburg and Baltimore, it was stated.

The discontinuance is in line with the PRR's policy to withdraw trains which have been deserted by passengers switching to highway or air transportation, and to concentrate its resources on building up passenger service in areas with growth potential.

Santa rides the rails—PRR people moved an estimated 25,000 cardinals of Christmas mail and express this season, and about 6 percent of this was carried in rail cars. These were in addition to the regular mail express trains. The specials ran between such major points as New York, Philadelphia, Washington, Baltimore, Pittsburgh, Cincinnati, Chicago and St. Louis. There were also more mail and express cars on regular passenger trains.

Peak volume of Christmas mail was on Friday, December 5. It followed a pattern of recent years. A generation ago, the highest mail volume occurred much closer to Christmas Day.

Station change in Pittsburgh area—PRR passenger trains formerly stopping at East Liberty, just east of Pittsburgh, now stop at Wilkinsburg instead. The change went into effect December 1. The new stop, two blocks between New York and Washington, and half-hourly between New York and Philadelphia.

High-level platforms will be built at Baltimore, Wilmington and Washington. Cross-over switches will be installed at Baltimore and Philadelphia.

Year-end dividend—Stockholders of the PRR, who include many Railroaders, received a regular quarterly dividend of 60 cents per share plus a year-end extra dividend of 30 cents, payable on December 22.

Chairman Saunders said the dividends were authorized with the expectation that the merger with the New York Central will go into effect without prolonged delay and that the Railroad will be able to concentrate its resources on rail freight.

"Earnings for 1965 will show a substantial improvement over 1964," he said. "However, our net income and rate of return for the year ending September 30, our net railroad operating income amounted to only 2.09 percent return on our investment in railroad properties."

Public aid for passenger service—There is a growing recognition that railroad passenger operations are a public service and are entitled to public aid. The PRR applied for public funds, said John E. DeGrange, Regional passenger agent at Pittsburgh. Addressing the Greensburg (Pa.) Lions Club, Mr. DeGrange said that "better service can be developed only through the joint efforts of private enterprise and government."

"In terms of economy, railroads are a tremendous bargain for the taxpayer, who can buy at any time as much transportation for their tax dollars as if the amount were spent on expressways."

More freight cars—Samuel Rea Shop has been working on an order for 1000 new hopper cars for unit coal trains, and 200 gondolas. Both types are of 100-ton capacity. During 1966 the PRR has placed in service 1900 boxcars, 684 hopper cars, 474 gondolas, 425 multi-level rack cars for hauling new autos, and 2 jumbo tank cars.

The Railroad has also received 60 new diesel locomotive units, ranging from 2900 to 3600 horsepower. Forty more units are due for delivery during January.

"I see your newspaper through the courtesy of the various PRR agents whom I call on here in Indiana. You carry many articles of interest to me as Traveling Freight and Passenger Agent for the Santa Fe."

In your article on Four Winds Travel railroad cruises, the statement is made, 'At Phoenix, Ariz., the vacationers take a motor tour of the Grand Canyon.' Well, sir, the Grand Canyon is in Arizona but not at Phoenix. Perhaps a motor tour is made from Phoenix to the Grand Canyon, but I want you to know it is possible to go to the rim of the Canyon on the rails of the Santa Fe. "—L. E. Mitter, Indianapolis, Ind.

"May I write to tell you how much I enjoyed your "News," which one of your employees kindly gave me to read. It is one of the best company publications I have seen, in quite a while."—F. W. Smallen, sales engineer, General Railway Signal Company, New York.

"I have always appreciated receiving The Pennsy, especially since retirement, as it helps keep you in touch with the boys with whom I traveled on the road. I am a retired engineer among the boys who are still in the ranks. I retired as a Yard Master, Altoona Yard, January 1, 1960, after 49 years, 2 months and 12 days service. I worked out of Philadelphia on special duty for several years in traffic, so I believe you can see I not only was acquainted with many in the Philadelphia offices but throughout the entire system, together with the fact I loved my work and it gets into your blood—that is, if you were a dedicated employee."—Milton S. Emeigh, Altoona, Pa.

"Didn't I warn you not to give any back-talk to the talk-back?"

The Pennsylvania Railroad Company for its employees, passenger and freight services. The Pennsylvania, Room 1042 Transportation Center, 500 Three Rivers Place, Pittsburgh, Pa. 15219.
<table>
<thead>
<tr>
<th>JANUARY</th>
<th>FEBRUARY</th>
<th>MARCH</th>
</tr>
</thead>
<tbody>
<tr>
<td>S M T W T F S</td>
<td>S M T W T F S</td>
<td>S M T W T F S</td>
</tr>
<tr>
<td>1 2 3 4 5 6 7</td>
<td>1 2 3 4</td>
<td>1 2 3 4</td>
</tr>
<tr>
<td>8 9 10 11 12 13 14</td>
<td>5 6 7 8 9 10 11</td>
<td>5 6 7 8 9 10 11</td>
</tr>
<tr>
<td>15 16 17 18 19 20 21</td>
<td>12 13 14 15 16 17 18</td>
<td>12 13 14 15 16 17 18</td>
</tr>
<tr>
<td>29 30 31</td>
<td>26 27 28</td>
<td>26 27 28 29</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APRIL</th>
<th>MAY</th>
<th>JUNE</th>
</tr>
</thead>
<tbody>
<tr>
<td>S M T W T F S</td>
<td>S M T W T F S</td>
<td>S M T W T F S</td>
</tr>
<tr>
<td>1 2 3 4 5 6 7</td>
<td>1 2 3 4 5 6</td>
<td>1 2 3</td>
</tr>
<tr>
<td>8 9 10 11 12 13 14</td>
<td>7 8 9 10 11 12 13</td>
<td>4 5 6 7 8 9 10</td>
</tr>
<tr>
<td>15 16 17 18 19 20 21 22</td>
<td>14 15 16 17 18 19 20</td>
<td>11 12 13 14 15 16 17</td>
</tr>
<tr>
<td>23 24 25 26 27 28 29</td>
<td>21 22 23 24 25 26 27</td>
<td>18 19 20 21 22 23 24</td>
</tr>
<tr>
<td>30</td>
<td>28 29 30</td>
<td>25 26 27 28 29 30</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>JULY</th>
<th>AUGUST</th>
<th>SEPTEMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>S M T W T F S</td>
<td>S M T W T F S</td>
<td>S M T W T F S</td>
</tr>
<tr>
<td>1 2 3 4 5 6 7 8</td>
<td>1 2 3 4 5</td>
<td>3 4 5 6 7 8 9</td>
</tr>
<tr>
<td>9 10 11 12 13 14 15</td>
<td>6 7 8 9 10 11 12</td>
<td>10 11 12 13 14 15 16</td>
</tr>
<tr>
<td>16 17 18 19 20 21 22</td>
<td>13 14 15 16 17 18 19</td>
<td>17 18 19 20 21 22 23</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OCTOBER</th>
<th>NOVEMBER</th>
<th>DECEMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>S M T W T F S</td>
<td>S M T W T F S</td>
<td>S M T W T F S</td>
</tr>
<tr>
<td>1 2 3 4 5 6 7</td>
<td>1 2 3 4</td>
<td>1 2</td>
</tr>
<tr>
<td>8 9 10 11 12 13 14</td>
<td>5 6 7 8 9 10 11</td>
<td>3 4 5 6 7 8 9</td>
</tr>
<tr>
<td>15 16 17 18 19 20 21</td>
<td>12 13 14 15 16 17 18</td>
<td>10 11 12 13 14 15 16</td>
</tr>
<tr>
<td>22 23 24 25 26 27 28</td>
<td>19 20 21 22 23 24 25</td>
<td>17 18 19 20 21 22 23</td>
</tr>
<tr>
<td>29 30 31</td>
<td>26 27 28 29 30</td>
<td>24 25 26 27 28 29 30</td>
</tr>
</tbody>
</table>