PRR SCHOLARSHIP WINNERS
VISIT NATIONAL SHRINE
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Now the mail travels faster and better in CONTAINERS

Morris A. Bracy finished loading mail sacks into the bright new aluminum container, and looked at it admiringly.
"This is a great new idea," he said. "We're sure going along with the times.
"We're all career PRR men here, and we're glad to see changes for the better in our department."
And Henry Mitchell, who had helped him load the container, predicted, "This will speed the mail."
The two baggagemen were involved in a new PRR venture—hauling mail in containers. The aims are faster service, less damage or loss of mail, and lower cost to the Government.
The containers look like truck trailers without wheels. They're 40 feet long, 8 feet wide, 8½ feet high.
They ride the PRR on specially designed flatcars. Because the containers don't have wheels, they sit low enough on the flatcars to enable them to be moved directly to railcars, and looked at them to be moved directly to railcars.

Baggagemen John Hart and J. L. Cooke load mail sacks aboard new container.

Baggage superintendent at 30th Street Station, Philadelphia.
"We still must depend on our baggagemen," he said.
"We depend on them to put the mail sacks in the right containers, to stack them in proper fashion, to be on guard against pilferers, and to make sure that the No Smoking rule is rigidly obeyed to prevent mail fires.

"Our baggagemen are the key to success in this project."
The men who handle the mail sacks are fully aware of the significance of the new container program.
"It's going to work out all right," said Baggageman J. L. Cooke.
"I'm glad to be having a hand in it," said Baggageman John Hart.
"Years from now, I'll be able to say I was in on the start of it."

Humor with a point

Cartoons, humorous but pointed, are driving home the safety message in the Fort Wayne Division.
They're the work of Daniel Platt, division car distributor. He's been adding his personal touch to the monthly safety bulletins and various posters for the past three years.
"I hope it helps," he says.
Mr. Platt did commercial art work before coming to work for the PRR 16 years ago. When fellow employees learned of his talent, they came to him with cartoon requests of their own.
"I've done them for picnics, our family club affairs and dances and parties," he says.
"I do cartoons for anyone who has something going on. I like to help and I like cartooning, so it isn't hard."
Some of his cartoons are drawn from his own experiences, but for the most part, he says, "I pick the ideas out of the air."
I SEE A COW!

Fresh Air kids ride PRR to vacation-land

Children in N.Y. wait for PRR train which will take them to their country vacation.

Angela Rodriguez watched the countryside of Lancaster County, Pa., glide by the coach window. Bright-eyed and eager, she had watched the scene change from crowded New York and New Jersey residential areas to the pastoral setting of this farm region.

An 11-year-old from the Bronx, she was going to the farm of Gideon Stoltzfus in Pennsylvania Dutch country. She was one of 340 youngsters heading for country vacations on a special section of Train 211 from New York. They were traveling under the auspices of the Fresh Air Fund. This is a charitable organization which sends needy children of New York City to farms and camps each summer.

In this, its 90th year, close to 15,000 children went to 2,200 towns in 12 Eastern states, and to seven camps in Dutchess County, N.Y. The Fund formerly was associated with the Herald Tribune, a New York newspaper which has ceased publication.

For many years, the PRR has arranged special transportation facilities for these children. “This year, we’ve taken care of 2,728 children in 13 round-trip moves,” said Herbert S. Fox, PRR passenger sales representative who services the fund.

Such arrangements placed Angela and the others on Train 211 with Conductor John F. Fitzpatrick and Trainman H. F. Herbert, New York Division.

“I’ve made a few trips with the youngsters before,” said Conductor Fitzpatrick, “but there’s always something new.”

“Myself have never seen some of the things they’ll see today,” Trainman Herbert said.

Roaming the cars, he explained points of interest to the children. “That’s the Delaware River you’re crossing,” he said—“you know, the one Washington crossed.”

He smiled as one excited youngster squealed, “I see a cow!”

He also helped an escort, Mrs. Jean Reist—known to the youngsters as “Mommy Jean”—calm a child with motion sickness.

“It’s a good feeling to work with children,” he said.

Angela Rodriguez, a veteran rider, still enjoyed the view. She had visited the Stoltzfus farm for the past seven summers, but was just as eager and excited as the five- and six-year-olds who were making their first trip.

Meeting her at the station, Mr. Stoltzfus said, “We think of her as one of the family.” The Stoltzfuses have four children of their own.

The Lancaster station was divided into two separate areas, one for the incoming children and the other for the outgoing children. Host families were on one side and the incoming children on the other. As the children reached the top of the stairs, some shouted with joy to familiar faces, while others stood bashfully as they were introduced to their host family.

A few of the younger ones cried but were quickly picked up and cuddled by women of the families.

“I know people have complained about the railroads,” said Mrs. Reist. “I have, but bless them for helping us with the children like they have. We couldn’t do it without them.”

The honor was especially noteworthy because Mr. Rung is self-educated. He left school at the age of 13 to support a widowed mother. He retired from the PRR in 1957 after 50 years’ service on the former Middle Division.

Mr. Rung met Dr. Ellis while a conductor on the Broadway Limited. He also met Col. Henry W. Shoemaker, publisher of the Altoona Tribune (no longer published).

This latter meeting led to his becoming a columnist. “We talked about Pennsylvania history a good deal,” Mr. Rung said, “and soon I began writing items for the Tribune.”

Mr. Rung spent his spare time in the Pennsylvania State Library at Harrisburg. In 1937, he stumbled on the fact that General Horace Porter, U. S. Ambassador to France in 1897, was a native of Huntington.

He wrote an article about the general, on the 190th anniversary of his birth, for the Huntington Daily News. It was so well received that he has written a regular column on local history for this paper ever since.

A particularly interesting column told how General Porter discovered the grave of John Paul Jones in a city dump outside Paris. The body was transported to Annapolis for proper burial.

Another column told how Joseph Saxton studied the principles of photography, and opened a new era by taking a photo of Philadelphia from atop the old Federal Mint.

Mr. Rung is a trustee of the Huntington County Historical Society, and is a member of the Blair County Historical Society and the Pennsylvania Canal Society.

On his 90th anniversary as a columnist, his son, Albert, Jr., director of public relations and advertising for the Burlington Railroad, gave him an aerial tour of Huntington County. It was Mr. Rung’s very first airplane ride.

“Sort of gave me a new perspective on the region I’ve been writing about all these years,” he said.
**Railroaders show women what makes Pittsburgh go**

There are more women than men among PRR stockholders. Women rather than men make most decisions about family trips. And though the shippers of freight are predominantly men, the ultimate purchasers of their products are predominantly women.

Those were some of the thoughts that led to a Ladies Day Railroad Tour of the Pittsburgh area. About 500 women leaders of the civic and business life of Greater Pittsburgh were the guests.

The event was sponsored by the Community Relations Committee of the Pittsburgh Railroads.

A 13-car special train took the women on a 5½-hour, 145-mile tour of the industrial area. They rode the Pittsburgh & Lake Erie Railroad to Youngstown, Ohio, then came back to Pittsburgh on the PRR. The trip included a ride through Conway, giving the women an opportunity to see the world's biggest, busiest push-button yard in action.

"We wanted to acquaint women leaders with the railroads' role in our economy," said Curtis D. Buford, president of the Pittsburgh & Lake Erie.

"I think they got a better idea of how the railroads serve our multi-billion-dollar industrial community," said the tour chairman, Harry H. Ramsay, PRR regional sales manager.

A special guest was Virginia Mae Brown, a member of the Interstate Commerce Commission—the first woman ever appointed to the Commission.

Members of the Pittsburgh chapter of the National Association of Railway Business Women served as tour hostesses.

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**FLAGS with a message**

Home-made flagpoles have been sprouting around Philadelphia lately. The motives are safety and patriotism.

This all started with an announcement from the maintenance-of-equipment department: A safety pennant would be given to any shop location that went three months without a lost-time injury.

The pennant would be flown for the following three months but then would be taken away if an injury occurred in that period.

"I thought that all we'd have to buy was one pennant, and it would move from shop to shop," said Orville R. Harrold, master mechanic of the Philadelphia Division.

"But in the first quarter of 1967, two qualified right away, and we had to buy two pennants." They were presented to 46th Street Enginehouse and to Penn Coach Yard.

The enginehouse men had run up 69,000 man-hours without an injury that required 24 hours off the job. The coach yard men had gone considerably further—more than 500,000 man-hours without a lost-time injury.

The announcement that pennants would be awarded caused a spurt of proud preparation.

At the coach yard, four men collaborated to make a 27-foot flagpole out of scrap material. They were Painter Charles H. Shaw, Electricians Curtis E. Watson and Marlin E. Booty, and Pipefitter John Redmond.

They also set up a spotlight—"so nobody will forget the safety message at night," explained Foreman John S. McMurrough.

The pennant bears the words, Quarterly Safety Award, and the PRR keystone.

At the enginehouse, a flagpole was erected by Louis Riccardi, pipefitter, and Carmille Genzianelli, machinist-welder.

The flagpole idea has also appealed to the men at the maintenance-of-way equipment yard.

A 30-foot pole was assembled from scrap pipe by Welder Michael Augone. It was anchored in concrete behind a bumping block. Pieces of rail were used to border it. Artificial flowers were "planted."

The yard men wanted to be all ready for the day when they'd qualify to receive a safety pennant.

Then Raymond F. Wright, track foreman, brought an American flag. It just didn't seem right to have a flagpole without Old Glory, he explained.

This flag is now raised each morning and lowered each evening. "There's an unspoken feeling that this honors our men in Vietnam," said M.-of-W. Clerk Anthony Di-Santo.

"We're hoping we'll receive a safety pennant one of these days. When we do, we'll fly it under the American flag."

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**Box lunches are served by Jean Little and Rachel Stevenson, PRR clerk-stenographers. Both are members of the National Association of Railway Business Women.**

**Pittsburgh Mayor Joseph M. Barr greets women guests at the P&LE passenger station.**

**Men of the M.-of-W. Equipment Yard at Delaware and Reed Streets salute as Foreman J. Pifi and Track Supervisor G. Beinhauer raise Old Glory to the top of the flagpole.**

**Pipefitter Louis Riccardi raises safety flag on the 46th Street Enginehouse pole, with the help of Foreman Robert Graham.**
29 More PRR Scholarship Winners

Blond-haired Anthony Jeselnik got home late from school. He was busy putting the finishing touches on his high school yearbook, of which he was editor. His mother, Elizabeth, greeted him at the door. "You have some mail," she said, and then threw her arms around him and kissed him.

The mail was a letter from the Pennsylvania Railroad Company, informing Anthony that he had been awarded a college scholarship. It will cover part of his costs for the next four years at the University of Notre Dame.

"I was speechless," said Anthony, who generally talks very well. His father, a welder at Renovo, Pa., died two years ago. Mrs. Jeselnik now supports her son and two daughters by teaching English at Bucktail Area High School, Renovo.

The celebration in the Jeselnik home was paralleled in 28 other PRR homes as the Railroad announced scholarship awards totaling $55,600.

At the home of James L. Baker, carpenter on the PRR's Chesapeake Division, the notification letter was opened by his wife, Ruth. She was waiting at the door when her son, Jim, came home from high school.

"Honey, you've won it!" she exclaimed—and then apologized for opening her son's mail.

Sandra A. Trilli, daughter of Herman P. Trilli, chief examiner, labor relations, opened the letter herself—and then ran shouting around the house.

This set off the menagerie. Shasta, the Irish setter, barked. Butch, the cat, ran around the room. Oscar, the parakeet, chattered. Sandra has been taking care of pets as far back as she can remember. They have included goldfish, hamsters, squirrels, robins, guinea pigs and rabbits.

Her career choice is, predictably, veterinary medicine.

When the notification letter came to the home of James M. Duffy, locomotive fireman on the PRR's Lake Division, daughter Rose was away at Ohio State.

Her mother phoned, but Rose couldn't be located. Then Rose called back, but her mother was out. It took four hours before they made contact.

Then her mother read the letter over the phone. Rose ecstatically followed each word.

Then she said: "Mother, please read it again."

The scholarship awards are made under two endowment funds:

The Frank Thomson Scholarships were established in memory of the sixth president of the PRR, who served from 1897 to 1899. These grants are made each year to sons of living, retired or deceased employees. The grants are restricted to courses in engineering. Eleven Frank Thomson Scholarships were awarded this year.

The Women's Aid Scholarships were established by the Women's Aid of the Pennsylvania Railroad. Sons and daughters of living, retired or deceased employees are eligible. The grants are available for any recognized course of study—they are not limited to engineering. Eighteen scholarships were awarded this year through the Women's Aid.

The awards are based on scholastic ability and the need for financial help (except for two Frank Thomson scholarships granted each year solely on ability, without regard to need).

PRR sons and daughters who are seniors in high school may apply now for college scholarships. They will be required to take College Entrance Board Examinations in December or January.

In a few cases, grants are made to those who have already completed a year of college, if there has been a severe change in the family's financial situation.

For full information on the scholarship awards, write promptly to:

Guy W. Knight, Vice President, Labor Relations and Personnel, Pennsylvania Railroad Company, Room 1234, Six Penn Center, Philadelphia, Pa. 19104.

On the cover: Sandra DeVigilio and David B. Sarver, scholarship winners, and parents visit Independence Hall, Philadelphia.
Students share 4-year grants totaling $55,600

Joseph H. Amend, Jr., son of supervisor of coal schedules, will study civil engineering at the Virginia Polytechnic Institute.

Anthony G. Badalato, Jr., son of assistant foreman at Conway Car Shop, will take aerospace engineering at Pittsburgh University.

James A. Baker, son of James L. Baker, Chesapeake Division carpenter, will study engineering at the University of Maryland.

John P. Barniak, son of Louis W. Barniak, clerk at Penn Station, New York, will major in mathematics at Bradley University.

James D. Brady, son of Daniel H. Brady, Buckeye Division conductor, will take aerospace engineering at Cincinnati University.

Stephen Carney will take nuclear engineering at M.I.T. His father, Percy Carney, is gang foreman at 16th St. Shop, Chicago.

Sandra DeVirgilio, daughter of Guy C. DeVirgilio, carman at Pitcairn, Pa., will take liberal arts at University of Pittsburgh.

Brenda Dowbrick, daughter of the late Gerald N. Dowbrick, Enola Yard clerk, will take liberal arts, Harrisburg Community College.

Daniel J. Duffy, Jr., son of Daniel, Sr., Philadelphia Division engineer, will major in psychology at St. Joseph’s College.

Rose L. Duffy, the daughter of James M. Duffy, locomotive fireman, Lake Division, is taking a premedical course at Ohio State.

Martin, son of William H. Flayhart, general foreman B&B, Northern Div., will take political science, University of Virginia.

Carl, son of the late Nathan L. Fleckenstine, regional manager, New York, will take engineering at University of Pennsylvania.

Leonard, son of Reese E. Frost, agent at Lovington, Ill., on Southwestern Division, will go to Eastern Illinois University.

Anthony F. Jeselnik, son of the late Anthony M. Jeselnik, mechanic at Renovo, Pa., will take political science at Notre Dame.

Judith, daughter of John Miller, crossing watchman at Sharon, on Lake Division, will study physics at University of Pittsburgh.

Mark D. Reed will take chemical engineering at Carnegie Tech. His father, Kenneth, is chief chemist at Test Dept., Altoona.

James H. Reiman, son of John K. Reiman, Lake Division engineer, will major in chemistry at the Case Institute of Technology.

Linda A. Sable, daughter of the late Andrew C. Sable, foreman at Pitcairn, Pa., plans to take a nursing course at Penn State.

David B. Sarver, son of David A., office manager at Youngstown, O., will take chemical engineering at the University of Delaware.

Joseph M. Sherlock, son of the late Thomas A. Sherlock, engineman, Phila., will take metallurgical engineering at Drexel.

Ira S. Silverberg will take chemical engineering at Brooklyn College. His father, Joseph A., is a station clerk at New York.

Vincent D. Siminitus, son of Vincent J., machinist at Reading, Pa., will take a chemistry course at Villanova University.

Myra Anne Sullivan, daughter of the late Martin B., clerk at Way- verly, N.J., will study education at Georgian Court College.

Joseph C. Sweeney will major in chemistry at Drexel Institute. Father, Edward, is a pipefitter in the Philadelphia Division.

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THAT GIRL explodes on the PRR

That Girl was on our train.
Not only that—she also monopolized goodly sections of 30th Street Station in Philadelphia and Penn Station in New York.

"That Girl" is Marlo Thomas, star of the ABC television show of that name. The daughter of comedian Danny Thomas, she plays the part of a young actress looking for her big break.

She was on the PRR to film sequences for episodes scheduled to be seen this month.

The story opens with Marlo landing a part in a new stage show which is getting a pre-Broadway run in Philadelphia. She travels to the city via PRR.

Unfortunately, the play opens and closes the first night. She then returns to New York via PRR.

For the filming in the Philadelphia station, Marlo, Ted Bessell, her co-star, and about 25 members of the production crew arrived at noon. They took over a section of east-bound suburban platform A for the first sequence. PRR passengers and employees alike were treated to a seldom-seen display of television technology.

Marlo was powdered, combed, coached and lighted for the scene. Everyone in the entourage got into the act, swarming around her as she sat in the bright spot of light.

After shooting film here, the crew dismantled its equipment and adjourned to a parlor-lounge car on the rear of PRR train 218.

The equipment was reassembled on the platform for a shot through the car window showing Marlo "agape with excitement as she approaches Philadelphia," as the script direction put it.

After an hour of preparation, a ten-second spot was shot.

The entourage and equipment were then packed into the special car, for shooting enroute to New York City.

A makeup expert went over Marlo's hair and face. Light men busied themselves with balancing the spotlights and replacing the car's bulbs.

Eventually, another ten-second spot was filmed. Thus, about four hours of work went into the production of 30 seconds of television time.

Mr. Bessell was just along for the ride that day. He did not appear in these sequences. But later a sequence showing him welcoming "That Girl" home to New York was shot in Penn Station.

Marlo is surrounded by PRR passengers after filming segment of TV show in Philadelphia.

SLIGHTR Better way

New stiles are in style for open-top hopper cars.

Credit goes to John A. Fatigante. He has come up with a design that helps keep side-ladder stiles from breaking.

"It was simple," said Mr. Fatigante, a car repairman at Altoona Car Shop. "Instead of cutting the end of the stile to fit the bottom of the hopper, I suggested that we flatten it."

The stile is an angle iron that supports the ladder steps on hopper cars. It's bolted to the hopper and the car frame. The top end of the stile has to fit against the hopper. To make it fit flush, one "leg" of the angle iron was cut away.

Usage indicated that this created a weak spot. All car vibrations apparently centered there and sometimes broke the stile.

Reinforcing this point with a piece of steel was tried, but this required extra work and material.

Mr. Fatigante came up with an original idea: Squeeze together the two "legs" of the angle iron at the top end of the stile, thus naturally providing a double thickness of steel and eliminating any need to cut a piece off the stile.

"This gave extra strength, and so far none of the cars we've fixed up this way has come back with a broken stile," said Mr. Fatigante.

Wayne F. Bugg, system assistant manager of mechanical engineering, commended Mr. Fatigante for his initiative.

Ladder stile had weak spot at the angle of two "legs." Mr. Fatigante suggested butt-pressing the stile to form a double thickness. New-type stile fits hopper perfectly (photo right), is stronger.

SCHOLARSHIP WINNERS
Continued from Page Five

Sandra A. Trilli will take a pre-veterinary medicine course at Rutgers. Father, Herman P., is chief examiner, labor relations.

Michael K. Ward, son of Kenneth V. Ward, a patrolman at Nework, N.J., will take engineering at the University of Pennsylvania.

Linda J. Williams will major in mathematics and computer science at Penn State. Father, Alvah, is Pittsburgh passenger trainman.

Ann E. Wineman, daughter of Paul B. Wineman, train dispatcher at Pittsburgh, will study biology at the Western Reserve U.
Freight rate increase.—The Interstate Commerce Commission has given the railroads permission to increase their freight rates an average of 3 percent. The Commission’s decision was unanimous. It stated that the present level of rates is "clearly inadequate to provide the carriers with sufficient revenues, under economical and efficient management, to meet the needs of the commerce of the United States and its national defense."

During the hearings, witnesses testified that the railroads’ costs have gone up $441 million per year, because of wage increases and higher costs of materials. The new freight rates are expected to bring in an estimated $300 million—$414 million short of meeting the increased costs.

The I.C.C. stated that the railroads’ cost decreases represent an "emergency," and added: "We would be remiss in our duty if we waited until the revenue situation becomes critical."

On several key commodities, the railroads were granted considerably less than they requested. For example, on coal they asked for graduated increases up to 50 cents per ton. The I.C.C. authorized increases up to 15 cents. On iron ore, the railroads sought increases up to 30 cents per ton. The I.C.C. granted a maximum of 10 cents.

The I.C.C. is continuing its investigation of the increases, including those requested but not authorized, and has set the matter for hearing beginning October 3.

Passes continue in effect.—Annual passes issued for the year 1965 and kept in effect since then will be honored up to December 31, 1968, unless otherwise ordered. Term passes expiring on or prior to December 31, 1967, and school passes will not be honored after the date shown on the pass. Persons who have passes to which they are no longer entitled should return them promptly to the office through which they were obtained.

New industries, new traffic — New plants continue to be established along PRR lines at an encouraging rate, following a year in which the average was five new plants each week. The PRR has more than 11,000 acres of industrial land available for new industries, which represent the rail traffic of the future. The new and expanded plants established during 1966 are expected to produce more than 75,000 carloads of freight annually for PRR people to handle.

The Railroad is emphasizing the development of industrial parks. A typical one is the new Manor-North Brunswick Industrial Park in New Jersey, a 610-acre area where the Railroad will install streets, utilities and track facilities for new industries. Another is a 173-acre site at Herrmans, Md., between Baltimore and Washington; a third is a 450-acre site at Columbus, Ohio.

Safety competition.—Records for the first six months of 1967 show the Southwestern Division leading the PRR’s 12 operating Divisions. Its rate is 4.69 injuries per million man-hours of work—slightly more than half of the System average. The other Divisions, in order, were Harrisburg, Allegheny, Chesapeake, Pittsburgh, Philadelphia, Lake, Buckeye, Northern, Fort Wayne, New York and Chicago.

For more careful handling.—The Lake Division, for the second month in a row, has received the Careful Handling Award, "The Silver Boxcar." This is awarded each month to the Division with the greatest improvement in car handling.

Car handling on the Railroad as a whole has improved this year. During the first six months, the number of claims filed for freight damage decreased 3 percent.

The shopcraft dispute.—The Special Board appointed by President Johnson started conferences last month with negotiators for the railroads and the six shopcraft unions. The two sides also met separately in an effort to settle the dispute which led to a rail shutdown beginning on July 16. The Association of American Railroads has estimated that the shutdown caused the loss of 50,000 carloads of freight and $15 million in revenue.

The railroad leased your trackage rights? There must be some mistake!
Open-top cars deserve careful watching by all of us. The loads are often very valuable—up to $1,000,000. We don't want them hurt.

It's the job of the car inspector to check that each open-top shipment is properly loaded and secured. But loads sometimes do shift in transit. This could endanger not only the load but also trains and people on the adjacent tracks.

So when you see any open-top load . . . look again. Does everything appear to be secure and ship-shape? If you see anything wrong, tell your supervisor right away.

We all need your help for careful handling.