Marie Baker and Charles Connor select gifts for some special boys and girls.

They call it the Treasury Fellowship Association. It's made up of employees of the PRR Financial Department, who chip in 25 cents a month to pay for flowers when somebody is ill, for retirement gifts, and similar remembrances.

There is a dinner-dance every spring and an occasional summer picnic.

"But we felt there was something missing," said Charles T. Connor, a clerk in the Cashier's Section, and president of the Fellowship. "We felt the need to do something for somebody else."

So one day, five years ago, Wally J. McLean called Philadelphia's City Hall. Mr. McLean at that time was treasurer of the Association, but is now located in Chicago as PRR supervisor of credit and collections.

He asked Philadelphia officials if there was any public children's institution that needed help at Christmas. Sure, he was told—talk to the Callowhill Child Center.

This city-financed institution cares for neglected or abandoned children until permanent arrangements can be made for them. These children received few gifts, the PRR man was told. They sure needed a Santa Claus.

That's how the Treasury Fellowship came to adopt the Callowhill Child Center.

Each year, the members of the Fellowship bring gifts to the office. Those who don't have the time to choose and wrap presents for the children contribute money to a gift-buying committee, which takes over from there.

"We always wind up with several hundred presents," says Mrs. Phyllis Pierson, Taxation Division secretary and secretary of the Fellowship. "The children bubble over with excitement at the sight of the gifts under their tree."

Last year, the Fellowship got unexpected reinforcement. Employees in the Engineering Department took up a collection and handed $100 to the Fellowship's treasurer, Richard A. Hanlon, an assistant statistician.

"That enabled the Fellowship to adopt another public institution, the Delaware County Children's Cottage, at Lima, Pa.," said Gordon Whiting, an assistant statistician and currently vice president of the Fellowship.

"This place cares for boys and girls up to the age of 17," explained Mrs. Marjorie Barrow, secretary in the Taxation Division and a member of the gift-buying committee. "So, we had the fun of picking out gifts of lipstick, nail polish and cologne. We got a couple of the men in our department to go out and buy locomotive tie clips and after-shave lotion for the older boys."

All the packages are clearly marked for sex and age, to make sure a three-year-old girl doesn't wind up with a brand new razor.

As soon as the Treasury Department's Christmas decorations are completed, the gifts begin to pile up around the department's tree, for later delivery to the children.

Each day the pile gets higher. It forms a colorful and heartwarming symbol for the holiday season.

On the cover: Mrs. Marjorie Barrow and Miss Linda Werntz, Financial Department secretaries, pile gifts around the tree.

Some very special Christmas gifts
He writes with electrons on train bulletin boards

When Samuel Miller started out as a train announcer on the PRR back in the 1920's, his equipment was a card board megaphone. He would walk through the station, calling out train arrivals and departures, looking very much like a college cheer leader.

"Then we graduated to the public address system," he says. "That was a great improvement. But now . . ." could you imagine anything like this?"

Mr. Miller was seated at an electronic console in the new Pennsylvania Station, New York, By pushing buttons, he was posting train information on electronic bulletin boards at three locations in the big station.

"Quick, accurate, easy to change, easy to read—you can't beat this system," said Mr. Miller.

Here's how it works:

Each of the train departure bulletin boards has four vertical columns—for train name, departure time, track number, and remarks.
The train announcer at the central control panel can select from 39 different items of information to post on each horizontal line.

He does this simply by pushing buttons, which are numbered according to a code.

For example, if he wants to post the Broadway, he pushes a button coded 11. He punches 6:00 for departure time, and the code number 28, which means Sleeping Cars.

This information, in the form of electrical impulses, speeds through cables to the public bulletin boards. The electrical impulses set motor-driven drums in motion behind the board. Hanging from each drum are 39 plastic flaps, each bearing a different message. The drums spins around until the desired message falls into place, visible to the public.

When Mr. Miller gets word from the train director about what track The Broadway will be on, he adds that to the information on the bulletin boards.

At the same moment, automatically, the departure time appears on an indicator beside the gate leading to that track. Here an usher has previously posted a signboard bearing the train's name.

When the train departs, the usher turns off the gate light. This sets off an electrical impulse that automatically wipes that train's listing off all the bulletin boards.

"This whole system is a fascinating application of relay logic and electronics," says Joseph Koltan, assistant engineer of communications.

"The control console has a sort of computer memory. The main operating it punches out the train's information, but all of it waits till he's finished. Then he pushes the white Transfer button, and the information scoots through the cables and goes up on the bulletin boards.

"The whole process takes about 15 seconds.

When the announcer has made a change—for example, to indicate that arrival or departure of a train has been delayed 5 minutes—he pushes the Recall button. This brings the information back to his console. He pushes buttons to make the desired change, then pushes the Transfer button, and the amended message speeds back to the bulletin boards.

Mr. Koltan drew up the plans for the electric cable network linking the console with the bulletin boards and train gates, and worked with the manufacturer of the equipment, Solari America, Inc.

Transportation Displays, Inc., is handling advertising space on the bulletin boards. The income from advertising is expected to meet the cost of installing and maintaining the system.

On The Way Up
No brags—just facts.

"You can't beat around the bush with these guys," said Martin Ribsam, New York Division conductor, "they've been around too long. We just give them the facts."

And the number one fact, he says, is:

"The future of passenger service depends on the success of the High Speed Service experiment."

Mr. Ribsam is an instructor in an educational program for the High Speed Service. He and 45 other instructors are training about 4,000 PRR employees in the operation of the new trains, which are scheduled to begin running in 1968.

The instructors are all PRR employees and were assigned to the project from their regular jobs in the various railroad crafts. It's the largest training program ever undertaken by the Railroad.

The classes range from customer relations for trainmen to car servicing for car cleaners.

"The men are all for the program," Mr. Ribsam said of his class of passenger trainmen. "They're ready for something new, but you have to give it to them straight—no bragging or boasting."

And Mr. Ribsam gives it to them straight—so straight it almost hurts. He tells the trainmen:

"If we fail with the High Speed Service, it means our jobs."

"If we PRR people don't recapture the passenger business here in the heavily populated Northeast Corridor, we can't do it any place."

"We have to show the passengers they won't be bothered riding on the new cars, no matter how fast they go."

"The passengers will be looking at new and modified tools needed for working on the cars. He also shows slides and explains the new mechanical features.

"It's our job to keep these cars moving," he says.

"The passengers will be looking for fast, on-time service and it's up to us to keep the equipment in shape to give it to them."

These remarks are from just a few of the classes being held in Washington, Baltimore, Wilmington, Philadelphia, Harrisburg, Trenton and New York.

The underlying theme in all these classes, whether for enginemen or machinists, porters or information clerks, is the importance of each man and his work to the success of the project.

Ticket Clerk Arnold Packard points out that the Federal Government is a partner with the PRR in developing the service. He tells his class:

"The PRR is very serious about this High Speed Service."

"The Railroad is putting $44 million into it, compared to $11 million by the Government."

"It's a tremendously important experiment and it's up to us, the men on the ground, to make it a success."

Baltimore: Enginemen listen to instructor J. A. Spivey explain the braking system.

"The Railroad is putting straight-so straight it almost hurts.

"The passengers will be looking at the cheerful, pleasant, helpful way in which you handle passengers.

"You meet them first, so their first impression of the Railroad is you."

"A bad impression and they won't be back. If they don't come back there won't be any work for us. It's as simple as that."

Such remarks set the tone of the classes. They're not formal, but there's no skylarking. The men, instructors and students alike, are intent on their work.

Instructor John Horvath, assistant car foreman on the New York Division, details the schedule and procedure for servicing the new cars to his class of car cleaners. He demonstrates the portable vacuum cleaner designed to reach the carpeted ceilings.

He emphasizes:

"The passengers will expect clean cars to ride in."

"It's up to us to give them that or they won't be bothered riding on the new cars, no matter how fast they go."

Machinists in the class of Instructor J. J. Becker, Philadelphia Division machinist, hear him describe the new and modified tools needed for working on the cars. He also shows slides and explains the new mechanical features.

"It's our job to keep these cars moving," he says.

"The passengers will be looking..."
By day, Engineer Norman Pierce moves equipment in the passenger car shop at Paoli, Pa.

By night, he moves people—preaching the Gospel.

“I have a deep desire,” Mr. Pierce says, “to serve God by telling others of the peace and joy and happiness that comes with the forgiveness of sins through Jesus Christ.”

But it wasn’t always that way. Mr. Pierce says he spent a large part of his life serving “the world, the flesh and the devil.”

He was called to the church when he was 31 years old. Through the testimony of his father, he says, God saved him.

“As I rose spiritually,” he explains, “I wanted to do more than just sit there in church and listen. I wanted to participate. So when I was asked to preach, I did it.”

Since then he has been preaching regularly at the Chester Rescue Mission, Chester, Pa.; Fair Acres, the Delaware County home for the aged, in Lima, Pa.; and the Dunwooddy Convalescent Home, Newtown Square, Pa.

“And one night a week I go through my local area and present the Gospel to the people in their homes,” he adds.

Mr. Pierce, who has been with the PRR 26 years, is an elder in the Bible Presbyterian Church in West Chester, Pa. He describes it as an independent, Bible-centered church.

Mr. Pierce considers good example as important as preaching in many instances. He points out that he has given up drinking, smoking and gambling since coming into his church.

“It is my deepest desire,” he says, “that someday something I say or do will draw another lost soul out of dark despair and into God’s marvelous light.”

She didn’t want to miss the Horseshoe Curve

When Mrs. Herman DaConta, of New York, was planning a trans-continental trip for herself and her husband, she wanted to get a good view of the PRR’s Horseshoe Curve in daylight. But, she said, several persons she approached for information did not provide it.

“Believe it or not, we almost gave up in despair,” she said in a letter to the PRR.

But then she visited Penn Station, New York, and talked to Ticket Seller Paul J. Kehir.

“I cannot praise him highly enough,” she wrote.

Mr. Kehir scheduled her trip to begin on PRR Train 25, the Duquesne, which traverses the Curve, west of Altoona, Pa., shortly after 2 P.M.

He also told her about the PRR’s Family Plan, whereby her husband would pay full fare but she would pay only a one-way fare for the round trip, a substantial saving.

The lady wrote the PRR, just before starting her trip: “I could not let the time go and not thank you for this very capable ticket agent.”

She mentioned that she and her husband have extensively used and enjoyed rail travel in Europe, and she added: “Perhaps the attitude of most railroad employees is the reason for the terrible decline of the passenger business on the American railroads.”

For William Fehner, relief freight agent on the Lake Division, come words of praise from Sunshine Biscuits, Inc. C. W. Castle, coordinating foreman at Sunshine’s Milling Division at Loudonville, Ohio, wrote the PRR about the “splendid relations and excellent service we have had from Bill.” He said that Mr. Fehner “is one of the few men nowadays who is a ‘salesman’ for his company. He has put service to the customer ahead of any other consideration.

“He understands the special transit problems with wheat and flour milling and when Bill takes over, things go just as smooth as when your regular agent is here.”

Charles H. Wertz, first-trick yard clerk at Thomson Yard, Duquesne, Pa., is one of a number of PRR men who give their spare time to aid the Boy Scouts. One thing he does is spend part of his vacation as a leader at Camp Twin Echo, near Pittsburgh.

A letter from Richard C. Bennett, camp director, commended Mr. Wertz for giving “unselfishly of his time so that boys can enjoy the adventure of camping.

“We commend him for his service-mindedness and convey the thanks of all Scouts.”

Mrs. Margaret A. Reed, of Wayne, Pa., recently rode the Paoli Local “with two small children and two large bags.” She phoned the PRR to express her “sincere appreciation for the courteous assistance” she received from Trainman Henry J. Bowers (below).

SELLING TRAVEL. This is one of the posters used in the PRR’s promotional campaign in the heavily populated Eastern area, which offers the best potential for substantial increases in passenger business. The money-saving weekend fares have been in effect all year, but have been discontinued during the busy holiday season. They will go back into effect on January 6.
What's happening to the RPO cars?

A hard blow has struck the Railway Post Office car. It now appears to be headed down the sidetrack to join the steam engine as a historical relic.

In times past, RPO cars rolled constantly between all of America's cities. On almost every passenger train, you'd see one or more of these lighted cars, with Post Office clerks busily sorting the first-class mail to be dropped off at the next city.

"Today there are only 56 round trips per week for RPO cars over our railroad," says Merle W. Arbaugh, the PRR's superintendent of mail service. "And there's no telling how long even these will last."

The U.S. Post Office Department has concluded that sorting the mail in railway cars is outmoded. It believes it can do a better job for the public, at less expense, by flying the mail whenever possible, and doing the sorting in post offices.

When you send an 8-cent airmail letter, it goes by air. When you send a 5-cent letter, it now may go by air, too, if airline space is available. If the space isn't available, the 5-cent letter goes by train or truck.

Thus, airlines get first crack at all first-class mail.

This has been a hard blow to railroad mail revenue. The "space available" program has been developing over the past several years, but it entered a drastic stage on September 2, 1967.

On that day, the Post Office Department cut the number of round trips for RPO cars on the Pennsylvania Railroad from 209 down to 56. This means a cut in PRR mail revenue of $5,800,000 per year.

It also endangers the future of a number of passenger trains. Before September 2, there were 6 round trips of Railway Post Office cars between Buffalo and Washington each week. Now there are none.

Between Chicago and Louisville, there were 7 round trips. Now there are none.

Between Pittsburgh and Cincinnati, and between Pittsburgh and Indianapolis, there were 6 and 5 round trips, respectively. Now there are none.

Between New York and Pittsburgh, there were 50 round trips. Now there are 6.

Other cuts were:

- New York-Washington, from 55 to 29;
- Pittsburgh-Chicago, from 37 to 7;
- Pittsburgh-St. Louis, from 25 to 7;
- Chicago-Cincinnati, from 18 to 7.

"Involved here are some trains with dwindling numbers of riders, and this new loss of revenue may put them out of business," said George H. Brown, Jr., manager of mail and express traffic.

What's still left in railway mail traffic?

The PRR continues to carry a sizable amount of mail other than first class. It carries second, third and fourth class mail in baggage cars and boxcars. It carries preferential mail, such as newspapers, in baggage cars. And it still carries some pouches of first-class letter mail, previously sorted, in addition to the small amount of first-class mail handled on the few remaining RPO cars.

"We're fighting hard to retain the mail business we still have," said Mr. Arbaugh.

"Our latest move is to introduce the use of containers, to increase efficiency and reduce costs to the Post Office.

"These metal boxes, which look like truck trailers without wheels, ride on our flatcars and can easily be transferred to highway truck movement for delivery to post offices that don't have rail sidings.

"We have put 100 of these containers in service for second, third and fourth class mail over part of the Railroad, west of Pittsburgh.

"We plan to continue to expand this container mail service."

The Fast Mail is an old tradition on the PRR. Above, a solid mail train of the 1940's speeds west of Pittsburgh on its way to St. Louis, behind an 11s Mikado steam engine. Below, a Fast Mail of 1869 pauses for its portrait near McVeytown, Pa. The locomotive, No. 85, was a Norris, built in 1854 and rebuilt at Altoona in 1865.
**MERRY CHRISTMAS**

They’re saying it another way

Mrs. Betty Robb brought the subject up.

"Morrie, it seems a little odd to be sending you a Christmas card," she said. "What I mean is, I see you at work every day—I can wish you a Merry Christmas in person.

"That goes for everybody else in our department. "What I mean is, we take the money we’d spend on Christmas cards and donate it to some charitable purpose?"

Morris D. Thompson, office manager in the PRR Labor Relations and Personnel Department, agreed.

So did others Betty Robb spoke to. Finally the idea was presented to Vice President Guy W. Knight, and he concurred.

And that’s how the Christmas Fund got started last year.

Mrs. Robb and Joan Edwards, both stenographers, set up collection boxes. Anybody who felt inclined put in money.

"We didn’t check off names," Mrs. Robb says. "How much anybody put in was his own private concern."

The money was totaled in the third week of December. It came to $96. Somebody promptly produced $4 more. The $100 was sent to the Salvation Army.

"Please use this to provide gifts for children who might otherwise face a bleak Christmas," Mrs. Robb wrote.

After Christmas came a letter of thanks from the Salvation Army:

"Such a gift was a wonderful gesture indeed, and it came as a great source of encouragement to us in our endeavor to make Christmas more meaningful to those we serve."

This year, the collection boxes are out again in the Labor Relations and Personnel Department.

"This doesn’t mean you can’t send Christmas cards to fellow employees if you want to," Mrs. Robb emphasized.

"It’s a personal matter. If somebody sends a card to me, I’ll welcome it. If I don’t send one back—preferring to put all the money in this fund—he’ll understand.

"No matter which way each of us handles the situation, we’ll all be sharing the spirit of Christmas together."

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He’s got it bad . . . but that’s good

When I got out of the hospital, I felt I wanted to help other people because others had helped me.

(Note: The Women’s Aid now uses its funds to provide scholarships for sons and daughters of PRR employees.)

Mr. Murgenovich decided his best approach was through the Veterans of Foreign Wars.

"I had joined the VFW in 1945," he said, "but hadn’t been real active. Because of the situation in the world, I felt I could do most by helping veterans and their families, who need help in a lot of ways."

He worked his way through the various offices of VFW Post 48 in Beaver Falls, Pa., until he became commander.

Then he stepped to the county, state and national levels of the VFW. He is past commander and present trustee of the Beaver County Council and is junior vice commander of the 25th District, Department of Pennsylvania.

On the next level, he is a member of the National Department of the Chief of Staff, VFW. He has been named assistant chief of staff and national aide-de-camp.

He found time to recruit more veterans for public service. He was organizer and first commander of Pup Tents 41 and 31, Military Order of the Wars. He also organized two new VFW Posts—Post 7861 in Cranberry Township and Post 1613 at Shippingport, Pa.

In recognition of his work, he was named All-State Commander in 1965 and 1966. This was the first time the honor was given to a man in consecutive years.

He also was the first man to receive the Gold Medalion for outstanding public service from the National Ladies Auxiliary of the VFW. He has been honored for his work as chairman of the Blue Crutch Drive, a VFW program to help the veterans in their own private concern."

I was surprised and happy."

"When not busy with VFW activities, Mr. Murgenovich helps out as an auxiliary police officer in Beaver Falls. And he’s a member of the Cranberry Civic Association."

"It sounds like a lot when you add it all together," he said, "but it didn’t seem that way as I went along. I just wanted to help people."

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Secretary of the Day

Thanksgiving came early for Mrs. Nancy Fadely, secretary to the PRR real estate agent at Baltimore. She was named "Secretary of the Day" for November 13 in a contest sponsored by radio station SCMB in that city.

Her boss, Frederick J. Geist, and several co-workers knew about the award well in advance, but they stubbornly kept it secret till the day the announcement came over the air.

"I didn’t even know Mrs. Geist had entered my name," Mrs. Fadely said. "He doesn’t tell me things like that. All I can say is, I’m surprised and happy."

The radio station presented her with an orchid, dinner for two, and two tickets to a show.

The station sponsored the contest to give employers a chance to express their gratitude to their secretaries. The entry describing Mrs. Fadely was one letter that Mr. Geist didn’t dictate to her.

He described her as a "devoted, hard-working secretary."

"She is pleasant and just nice to have around at all times," he wrote.

"Because of her tendency to be somewhat shy and unaware of how much she is appreciated, I am certain she would be overwhelmed by being named Secretary of the Day."

Mrs. Fadely wore her orchid at work on the 15th and described Mr. Geist as a "swell boss." Then, with the rest of her prize award, she treated her husband to a dinner and a show.
OPEN LINE REPORTS FROM ALL OVER

Merger before high court—The Supreme Court has fixed an expedited schedule for consideration of the Penn Central merger, as suggested by the Department of Justice and Interstate Commerce Commission. The Supreme Court gave parties seeking to delay the merger until November 17 to file their views. It gave those who support the merger until November 27 to file their replies. Oral argument was scheduled for December 4.

In taking this action, the Supreme Court temporarily stayed a decision of a lower Federal Court approving the merger. This lower court decision was appealed to the Supreme Court by several parties, including the Norfolk & Western, Chesapeake & Ohio, Baltimore & Ohio and Western Maryland.

The Justice Department and the I.C.C. told the Court that "any substantial further delay in the consummation of the Penn-Central merger would be contrary to the public interest."

But they said they would agree to a short postponement for "completion of judicial review," since "no irreparable harm will result unless decision is postponed beyond the first of the year."

High Speed Service: the outlook—Comfort, reliability and courtesy will be big elements in determining whether the PRR's High Speed Service will be a success.

So said Alan S. Boyd, U.S. Secretary of Transportation, last month in an address before the Delaware Valley Council, at Philadelphia.

The High Speed trains, which will begin running next year, "must be more than a novelty to be ridden once and written home about and then abandoned," he said. "They must meet a need for travelers who are free to make a choice between several forms of transportation and who will make their choice on the basis of reliability, comfort, length of trip and courtesy of service."

Mr. Boyd added: "The high speed train is more than an effort to build a better passenger car. We knew that would allow an employee out of work to receive 90 percent of his usual wages."

New cars and more to come—Twenty passenger cars, purchased by the City of Philadelphia for use on PRR commuter lines, have been delivered.

The new self-propelled, stainless steel cars were formally introduced in a demonstration run (photo above) for newsmen, and officials of the Southeastern Pennsylvania Transportation Compact, the Pennsylvania Railroad, and the builder—the St. Louis Car Division of General Steel Industries.

The new cars are joining 38 other stainless steel Silverliners already in PRR suburban service.

Meanwhile, the State of New Jersey announced that delivery of 35 new cars for use on PRR commuter lines in that State will begin next March, and the order will be completed over a six-month period. The State and the Federal Government are sharing in the cost of the cars. St. Louis Car is the builder.

Even movies didn't help—The Chesapeake & Ohio and Baltimore & Ohio last month discontinued the free movies they were showing on two blue-ribbon passenger trains. After running the movies for two years, at a cost of $300,000, the two affiliated railroads found "no discernible effect on the downward trend of passenger travel."

Despite movies and other promotional and advertising programs, the number of passengers fell to a new low this year, they reported.

TWU negotiations begin—Negotiations began last month between the PRR and the Transport Workers Union.

A spokesman for the union said it is asking for a wage increase of 30 percent, a 30-hour week, three additional holidays, and a supplemental unemployment benefit plan that would allow an employee out of work to receive 90 percent of his usual wages.

Ceremony at Marietta—The Air Force station at Marietta, Pa., on the PRR's Harrisburg Division, was closed recently, and PRR men were on hand for the ceremony. They picked up a Government-owned locomotive for delivery to another Armed Forces base. Shaking hands with a white-clad Air Force man is A. J. Bachman. On the locomotive are J. I. Mentszer, E. D. Leas and E. A. Troutman. The grounds of the Air Force station have been leased to Armstrong Cork Company, opening up a possible new source of freight traffic for the PRR. (Photo courtesy of Olmsted Orbiter.)

When Irishmen meet—The Right Honourable Terence O'Neill, Prime Minister of Northern Ireland, rode the PRR, recently from New York to Philadelphia, during a tour to stimulate American investment in his country. Waiting to greet him at the PRR's 30th Street Station, Philadelphia, was Murty C. Noone (right).

Mr. Noone is a special agent in the PRR General Manager's office. His first name, rare in the United States, comes from County Derry, Northern Ireland, his mother's birthplace.

Mr. Noone told the Prime Minister about his recent visit to Northern Ireland, and rattled off the place names with faultless pronunciation. It was an example of the traditional PRR effort to make a passenger feel at home.

Ceremony at Marietta—The Air Force station at Marietta, Pa., on the PRR's Harrisburg Division, was closed recently, and PRR men were on hand for the ceremony. They picked up a Government-owned locomotive for delivery to another Armed Forces base. Shaking hands with a white-clad Air Force man is A. J. Bachman. On the locomotive are J. I. Mentszer, E. D. Leas and E. A. Troutman. The grounds of the Air Force station have been leased to Armstrong Cork Company, opening up a possible new source of freight traffic for the PRR. (Photo courtesy of Olmsted Orbiter.)
CAREFUL HANDLING . . . UNDER THE MISTLETOE

Rough stuff will get you absolutely nowhere. Everybody appreciates a gentle approach.

That goes for the girl who stands under the mistletoe, and it goes for the freight that’s moving on the PRR.

The shipper entrusts his freight to us because he feels we’ve got the skill to move it swiftly and safely.

Let’s never let him down. Let’s make sure that nothing hurts his freight in our care.

That’s the way you can say Merry Christmas to the shipper . . . and to me, your friend, Miss Careful Handling.