STEAM ON THE PRR!
See Page Three
The winning name:

RAIL WHALE

The PRR’s new super-jumbo tank car will make its debut before the shipping world under the name of Rail Whale. The name was chosen from among 18,724 entries submitted in The Pennsylvania’s Name-the-Car Contest. It was the largest number of entries in any contest ever held by The Pennsylvania.

The name, Rail Whale, was sent in by several-score Railroaders. The Rail Whale entry with the earliest postmark, as well as the first to arrive at The Pennsylvania office, came from Matthew E. Dziekowskii, an agent on the New York Division.

In accordance with the contest rules, he received the top prize—10 shares of PRR stock, worth more than $600 by recent stock prices.

Five other Railroaders who submitted the name, Rail Whale, were selected in order of the time their entries were mailed, and will receive runner-up prizes of $25 United States bonds.

Selection of the winning name was made after the entries were judged by members of the PRR Public Relations and Advertising Department, by the creative department of the Al Paul Leiton Company, which handles PRR advertising, and by officers of the PRR chairman’s staff.

“It was a most impressive outpouring of ideas, in variety and originality as well as in sheer numbers,” said William A. Laubley, vice president, Public Relations and Advertising.

“Many excellent entries provided stiff competition for the one that was finally chosen.

“We are deeply grateful for the interest shown by so many PRR men and women. They have made this new car truly a family project, and,

![Image of artist's sketch of new 38,000-gallon tank car, which soon will be riding the PRR.]

Matthew E. Dziekowskii, sick abed at West Keansburg, N.J., learns he is the winner.

I feel confident, they will have a sense of participation and pride in its future progress.”

When the news of the award came to Mr. Dziekowskii, he was ill in bed with a virus infection. He lives in a trailer court at West Keansburg, N.J., about five miles from the Atlantic beaches.

An avid fisherman, Mr. Dziekowskii said he got the “whale” idea the moment he saw the artist’s sketch of the new car in the September 1 issue of The Pennsylvania. He immediately filled out the blank and dropped it in the mail.

“It was my only entry—the only name that came to mind,” he says. “I didn’t think I had the least chance of winning.”

Mr. Dziekowskii started on the PRR 20 years ago as a station baggageman at Newark, N.J. He subsequently worked as ticket clerk at Newark, Metuchen and Linden, as agent at Old Bridge, and then as relief agent at a number of freight and passenger stations in New Jersey. A soft-spoken man of medium height, Mr. Dziekowskii served on a Navy landing ship during World War II, and has battle stars for the Leyte and Okinawa campaigns.

What will he do with the stock? “I’m going to hold on to it,” he says. “I feel sure it’s going to be worth more than it is today.”

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WINNER OF 10 SHARES OF PRR STOCK:
Matthew E. Dziekowskii, relief freight and passenger agent, New York Division

WINNERS OF $25 UNITED STATES BONDS:
Linda Rae Johnson, clerk, Conway Yard, Pittsburgh Division
H. E. Williams, Jr., switch tender, Yard B, Columbus, Ohio, Buckeye Division
John F. McKeown, assignment clerk, Personnel Department, Baltimore, Md.
Robert Campolongo, post office attendant, Office of the Secretary, Philadelphia, Pa.

Travel agents learn railroads’ good points

Some commercial travel agents aren’t familiar with all the comforts and conveniences offered by modern train travel. So when the Delaware Valley Chapter of the American Society of Travel Agents held a recent meeting in Philadelphia, the members were invited to come to 30th Street Station for a look.

On display were a PRR stainless steel coach, parlor car and sleeping car; a Seaboard Airline Railway lounge car and an Atlantic Coast Line recreation car.

On hand, as PRR hosts, were District Passenger Agent David S. Keim and Sales Representatives Theodore F. Stefanski, John P. Tracey, and G. Todd Weld.

“The younger travel agency employees commented that they hadn’t known such accommodations existed,” reported Mr. Keim.

And the president of the travel agents’ organization, George S. Talmadge, stated: “There is no question that educating travel agency personnel on the type of equipment available will be a big factor in enabling rail clients to be properly serviced. This is a two-way street, and by this demonstration you have given tangible evidence of your interest in this training program.”

PRR Sales Representative T. F. Stefanski discusses train accommodations with travel agency employees, while Coach Waiter Leonard R. White serves coffee for the guests.

There were Mexican railroad officials there, and some from the Japanese railroads, as well as representatives of a dozen American roads.

They gathered at the PRR yard at Morrisville, Pa., on the New York Division, to have a look at one of the latest advances in railroad safety devices.

It's an aid in hotbox prevention, and the PRR is the first to test it.

The device is a part of the new weigh-in-motion scale installed at Morrisville this year (see The Pennsylvania, July 1, 1965).

The device keeps an "eye" out for any unbalanced load, one of the factors that contribute to hotboxes. Through Morrisville Yard pass thousands of cars loaded with iron ore. Every effort is made to load ore evenly. Unbalanced loading—more weight on one end of the car than on the other—can put so much pressure on one of the two trucks as to cause the journal, or axle, to overheat. Result: a hotbox—and a delayed train.

The new device helps prevent that by giving an instant warning if a car comes by with more than a permissible percentage of its total weight resting on the front or rear truck. The device prints an overload symbol—"F" for front or "R" for rear—on a moving chart. Word also is telegraphed from the scale location to the yard office, so the load can be re-adjusted or the car taken out of the train at the yard before the journals heat up to hotbox temperatures.

The ability to detect unbalanced loads is a significant feature of the Railweight scale, which itself is noteworthy for the fact that it can weigh cars while they are in motion without uncoupling.

The scale records the weight of the front truck and the rear truck, adds them together in a few thousandths of a second, and prints the total on paper-like adding-machine tape. The engineman hauling the cars across the scale has the responsibility of keeping his speed down to a level that will prevent garbled readings. He keeps an eye on, special lights at three positions along the track. They change from green to amber if he goes above six miles per hour, and to red if he exceeds 6.55 miles per hour—which is the maximum for accuracy.

The decision to install the new scale was made last year when the PRR faced the job of moving 4 million tons of iron ore imported through the United States Steel Company's piers near Morrisville. This was more than double the ore tonnage previously handled; and a speedy, no-delay method of weighing the cars was essential in order to prevent a traffic jam.

"This efficient and accurate new weighing mechanism has been an important element in efficient handling of this traffic," says David E. Smucker, PRR vice president, operations. "We are also pleased to be the first railroad to add the overload feature which will aid in our progress toward preventing hotboxes."

The computer is inspected by officials of American, Mexican and Japanese roads.

Rain did not dampen interest in the new weighing device at Morrisville, N.Y. Division.

Way Up

A computer that registers weight of cars is explained by Edward Rogers, of the International Railroad Weighing Corp.
New trains, faster trains begin
Philadelphia-Harrisburg service

Another experiment to boost passenger business got underway on the PRR last month.

Service between Philadelphia and Harrisburg, Pa., was increased from three round trips to eight, while running times were generally reduced from two hours to one hour and 45 minutes.

"The hope is that more people will be persuaded to leave their cars at home and use the train instead," said John D. Morris, assistant vice president, special services.

The improved service is sponsored by SEPTA—the Southeastern Pennsylvania Transportation Authority. This agency, chartered by the State to assume control of and improve metropolitan transportation, is paying $192,000 toward the cost of the expanded service from December 5, 1965, to December 31, 1966. The money comes from three sources: $128,400 from the State of Pennsylvania, $44,000 from the City of Philadelphia, and $20,000 from Chester County, west of the city.

The governmental agencies view this as a wise investment, since it helps lessen the need for expensive new highway construction. It's generally accepted that a single railroad line can carry as many people as 20 highway lanes—and carry them faster, safer and in greater comfort.

A preview run of the new service was conducted on November 29 with two stainless-steel Silverliner cars carrying 56 public officials, civic leaders and railroad officers from Philadelphia to Harrisburg, the State capital. Representing the PRR were Assistant Vice President Morris and James W. Diffenderfer, director, special services.

Governor William W. Scranton greeted the passengers, and used the side of a car to sign the agreement with SEPTA authorizing the State funds.

John K. Tabor, State secretary of commerce, told the guests at a luncheon: "This is an excellent example of unity. Among us are Republicans, Democrats, city officials, suburban officials and legislators, all working together for the good of transportation.

"Today we must move hundreds of thousands of people into and out of cities quickly, efficiently and economically. The Pennsylvania and Reading railroads, the Philadelphia Transportation Company and SEPTA have all cooperated beautifully."

Russell S. Jones, Chester County commissioner and a member of the SEPTA board, said: "People must begin to substitute the steel wheel for the rubber-tired wheel. Our highways are getting beyond us. All our mass transportation facilities, working as one well-operated unit, will solve many of our problems."

SEPTA recently took over responsibility for the commuter lines of the PRR and the Reading Railroad serving Philadelphia and four surrounding counties, as a basic step toward providing a coordinated mass-transportation system.

In its continuing program to encourage more use of trains, SEPTA

Santa brings a real present for railfans:
Steam on the PRR

Santa Claus is a popular fellow, no question about it, but he found himself home-pressed to hold his own against the glamour of an old PRR steam locomotive.

It was No. 1223, a D-16th American type locomotive, built by PRR men at Altoona in 1905. It is on lease to the Strasburg Railroad.

On November 20, the gallant old steam-kettle hauled four cars of passengers, including Santa, to his official welcome at the Watt and Shand Store in Lancaster, Pa.

A lot of people clustered along the right of way to photograph Santa waving from a coach vestibule. But more people aimed their cameras at the smoke-puffing engine. That was only natural, said the Strasburg Railroad, which understands the hearts of railfans.

The Strasburg is a 1 1/2-mile line which was chartered in 1832 and claims the title of "America's Oldest Short Line." The railroad uses a number of pieces of antique PRR equipment for its railfan trips between East Strasburg and Paradise, Pa. The railroad also handles some 300 to 400 cars of freight annually for interchange with the PRR.

To transfix Santa, the Lancaster department store chose the railroad as a more reliable carrier than reindeer and sleigh, which could be grounded by bad weather.

Some 300 fans joined Santa on the train when it left Strasburg behind No. 1223. After a 4-mile run to Leaman Place, a PRR diesel was hooked up to the train, with the steamer trailing behind. The reason was that regulations forbid the operation of locomotives without cab signals on this portion of the main line.

The diesel, with Engineman Abrahm P. Cauffman and Fireman Stephen J. Kerek, hauled the train 11 miles to Dillerville Yard at Lancaster. Here, off the main line, the steamer was allowed to proceed under its own steam up the Quarryville Branch, with Strasburg Engineman Huber Loath at the throttle and PRR Engineman George Denison serving as pilot.

A motorcycle escort led the locomotive along the PRR tracks on Lemon and Water streets, downhill into the heart of Lancaster, one block

But the loyal railfans pretended they didn't notice. They kept snapping pictures, and several men set up sound equipment to make a permanent record of her music.

In previous years, Santa rode to Lancaster by plane. But somehow or other, said an official of the department store, this year's trip behind a sexagenarian steamer brought a much larger crowd than ever before.
New ads and service items win new friends for the BROADWAY LIMITED

Passenger travel on the Broadway Limited is showing a slight upturn after months of steady decline. That is the encouraging report that comes in the wake of a new advertising campaign and the introduction of new service refinements.

Still a long way from capacity business, but we’re pleased by the progress so far,” said John B. Dorrance, Jr., general manager, passenger sales.

“We’re gratified also by the letters we’re receiving from people who have noticed our promotional efforts for the Broadway.”

The new ads (the latest ones appear at the right) are winning particular attention for their novel, light-hearted approach.

“In the New York Times of November 12, I saw an ad for the Broadway Limited that was absolutely the best piece of railroad advertising that has ever been written, in my estimation,” wrote Roblee B. Martin, president of Dundee Cement Company, Dundee, Mich.

“Congratulations on your appealing ad,” wrote Lyn Salkin, of New York. “Enclosed is a stumped, addressed envelope in which please forward a timetable for New York-Chicago train.

“As regular patrons of The Broadway, we had to write to express our approval of the delightful ad in the Chicago Daily News,” wrote Richard Llewlas and Daniel S. Reden of Vel-sicol Chemical Corporation, Chicago. “Such a campaign at this time, following several air disasters and at the beginning of bad weather, should do much to start bringing back the business men’s patronage you need.”

John D. Welsh, of Du Pont of Canada, Ltd., wrote from Montreal:

“Your ad for the Broadway Limited in the New York Times did two things for me: First, it reminded me of my first ride on it. Second, it gave me fresh hope that I may enjoy many more trips, if the travelling public responds as it jolly well should.”

K. A. Wells, national director of the research service, Boy Scouts of America, wrote his appreciation of the new service niceties.

“I went to the lounge car and was served very fine canapes, all for free. I went to the diner and was offered complimentary sherry. At the end of dinner, a lovely tray of candy, fruit and cigarettes was provided. I woke up in the morning to find a newspaper in my shoebox.

“This was really unexpected, and there were many fine compliments among the passengers.”

William E. Bartholomew, of Wm. Liddell & Co., Inc., New York, wrote his praise for “the excellent service received on this fine train. The whole crew was particularly nice.”

“I particularly appreciate the complimentary sherry before dinner, and the cigarettes, apple and chocolate mint afterwards. The morning New York Times in my shoe locker was much appreciated also.”

General Manager Dorrance stressed that PRR people now have an unusual opportunity to win many new friends for passenger service.

“Travelers who have never thought of riding The Broadway may now be visiting or phoning us for information about schedules, room accommodations and rates,” he said. “The courteous and friendly way we handle their queries may be the vital ingredient that convinces them to use our railroad.

“And the warm welcome and considerate treatment they receive on the train may make them lifelong customers for our service.

“The new advertising series is paving the way. It’s up to the rest of us to follow through.”

Boy on the tracks!

Every morning Frank Novella exercises with weights and springs to keep in shape (32-inch waist, 42-inch chest). As a result, he comes in for some good-natured kidding from men whose measurements are the reverse of his trim frame. But the kidding gave way to congratulations when he was able to save a child’s life, mainly because he was in good shape.

Mr. Novella is a freight trainman on the Pennsylvania-Reading Seashore Lines, an affiliate of the PRR. He was busy switching cars in the yard at Mays Landing, N.J., the day that 18-month-old Oradee Callaway, Jr., decided to explore the tracks. The boy wandered away from his home, located some 75 feet from the freight yard.

Mr. Novella was riding the rear end of a boxcar down a ladder track, moving about 15 miles per hour, when he noticed something on the rails.

“At first I thought it was a dog,” he says. “Then, when I was about 30 yards away, I saw it was a kid.”

He instantly realized there wasn’t time to stop the car with the hand-brake.

“I jumped off and began running down the tracks,” he says.

“I knew I had to outrun the boxcar to save the kid.”

He ran and ran, and then, to his horror, he tripped and fell. He couldn’t waste the time to get up—the scrambled forward on hands and knees. He reached out an arm, whisked the child off the rails. Mr. Novella rushed toward him, the boy wound up with a torn pants leg and a skinned knee.

“Glad I was able to do what I did,” he says—“glad I was in shape.”

Next time your husband goes to New York he’ll probably do something he shouldn’t.

He’ll get into a tizzy.

All that rushing about. Zipping out to New York at the speed of sound. Zipping back. Airport traffic. Trays on the knee. Cramped space. It’s enough to drive a husband potty.

All of which could have been avoided if he’d taken the Broadway Limited to New York. The Broadway Limited doesn’t go at the speed of sound. It goes at the speed of a train. It is a train, in fact.

It takes a whole night to get to New York. But that’s not its only advantage.

For one, your husband will be comfortable. We’ve solved the legroom problem by eliminating the other legs. All rooms are private and come in six sizes. Useful for sleeping, relaxing, working and contemplation of the countryside.

For another, he’ll have a real choice of real food. Served on real plates on real tables.

Two club cars will give him an opportunity to meet other businessmen. And time to discuss important matters.

Of course, he’ll be away from you a little longer. But he’ll be much nicer when he comes back.

On second thought, why not go along with him for the ride? A half fare.

The Broadway Limited to New York. Pick it up at Union Station at 5 P.M.

Best foot forward

A trainman’s kind manner and courteous disposition impressed Wilbur T. Farley, executive with radio station WFBG in Altoona. Mr. Farley was a passenger on The Broadway Limited from Philadelphia to Altoona when he met up with Passenger Trainman James L. Good.

“I have traveled Pullman for 20 years, including many blue-chip PRR trains, and I can freely say no conductor ever gave me the Red Carpet treatment I received from Mr. Good,” Mr. Farley wrote:

The crew of The Broadway Limited came in for another kind word this time from J. Warren Bullen, Jr., chairman of the Pennsylvania Securities Commission.

“The personnel on The Broadway Limited were wonderful and Mrs. Bullen and I received very fine treatment. It is nice to know that the service of the PRR still meets the high level of efficiency and courtesy it has maintained over the years.”
They cross America on ice skates and railroad tracks

America’s three major ice shows have never calculated how much mileage they cover on skates, but they do know how far they go on rails. The figure is an average of 25,000 miles per year for each of the show troupes.

Altogether, they have traveled almost 2,000,000 miles by railroad. And much of this has been on the PRR.

“Thanks to the Pennsylvania Railroad, we haven’t missed a performance in years,” says Bert Lundblad, manager of the Ice Follies.

“In fact, I wouldn’t know how to go about canceling a show.”

These warm sentiments are returned by the half-dozen PRR sales representatives who ticket, schedule, and generally arrange the rail accommodations for the shows when they travel. “Never an unpleasant moment,” is the consensus among Theodore F. Stefanski in Philadelphia, Richard Loehr in Pittsburgh, Oscar L. Peebles in Baltimore, John Whalen in New York City, Charles Dawson in Chicago and William Winchell in Harrisburg.

The Ice Follies, oldest of the ice skating shows, started in 1926. In its first year, the troupe of 28 performers rattled across the country in a bus driven by Mr. Lundblad.

The next year, he put the troupe on the railroad. It has used rail service ever since.

Today, the Ice Follies performers—167 men and women—travel in a special train. There are six Pullmans, an observation car, a dining car, a recreation car and six baggage cars.

Mr. Lundblad worked out his own method of loading baggage. During a vacation 12 years ago, he fooled around with a scale model of a baggage car, fashioning miniature containers that moved on casters and were shaped so as to utilize every possible inch of space inside the car.

Out of that grew the rollaway containers—240 of them—now used by the Follies troupe to pack its costumes and gear.

Another national show, the Ice Capades, solved its baggage problems in a different way. Three years ago, this company purchased four old PRR dining cars and had them converted into open-end baggage cars. During loading, they’re lined up end to end, providing a straight route through all four cars.

Into them go the Ice Capades’ 17 custom-made baggage trailers. They are brought from the ice arena in big vans and are loaded directly into the baggage cars.

The biggest piece of equipment the troupe carries is a two-level stage specially built by Douglas Aviation Corporation. The stage is operated by hydraulically-powered gears that move the different stage settings around on rails.

“Getting the show on the road is the biggest headache we have, and the railroad makes it easier than it would be by any other way,” says Brian McDonald, manager of the Ice Capades.

Railroad dependability—unaffected by rain, fog or snow—has enabled the Ice Capades to establish an unusual record: only one show cancelled in the troupe’s 26 years of existence. And that cancellation wasn’t due to the railroad.

The youngest of the three ice shows is Holiday on Ice, which got underway 14 years ago. It owns three balloon-type, end-door baggage cars to pack the gear for its 90-member troupe.

“When it comes to being certain of getting wherever it is we’re going, there’s nothing like the railroad,” says Al Grant, executive director of Holiday on Ice.

“And by traveling by train, our performers are able to get a good rest between engagements.”

The show takes eight hours to set up after it rolls into a city, and five hours to pack up after the engagement is over.

Altogether, these three troupes have racked up 73 years of railroad travel.

And though they compete on ice, they all agree on this: The PRR is in show business to stay.
They're getting the Big Picture

Several times each year, the PRR Labor Relations and Personnel Department gathers together a group of employees and figuratively takes them up on a mountain for a broad look at the PRR. This is done through a week-long session called the PRR Orientation Seminar.

The participants include recent college graduates who have been hired as management trainees, and also PRR men who don't have college training but have been selected because of their potential for management positions.

Quartered in a midcity Philadelphia hotel, they eat together, meet together, and listen and look at things together.

At the end of the week, they return to their stations, better informed and better able to handle the responsibilities that come with management jobs.

The program was started in 1957 under the guidance of J. Ewing Kennedy, manager of employment practices and training.

"We had found," Mr. Kennedy recalls of the days before the seminars, "that the young men being trained for management were getting a good grounding in their own departments but weren't learning enough about the rest of the railroad—the big picture."

The seminars now give them an over-all view of the PRR's farflung operations, which extend across almost 10,000 miles of line in 13 States and include such varied activities as laying welded rail, analyzing lubricating oil, teletyping reports on car movements and ferrying coal across busy harbors.

Each day of the seminar consists of nine hours of lectures, discussions, study and field trips. The day begins at 8:30 A.M. with two-minute talks by the students on the responsibilities and problems of management positions.

Then, one by one, officers of the main departments of the Railroad come in to describe their functions and activities and report on latest developments.

Field trips take the young men through freight yards, TrucTrain terminals, docks, PRR offices and industrial plants served by the Railroad.

The seminar members discuss what they've seen and heard, and write reports of their impressions.

"It's hard not to learn, with the routine they have to follow," Mr. Kennedy says.

And letters from "alumni" of these seminars confirm his view.

"I learned more about the PRR in that week than I could have learned any other way," wrote W. R. Gore, junior budget analyst in the business planning and analysis unit at Philadelphia. "I feel I am an accepted member of the Pennsylvania Railroad family now."

"The speeches, as well as the speakers themselves, presented what seemed to me a candid, personal and enlightening picture of the company I am working for," wrote Ted M. Miller, junior engineer in the office of the assistant chief engineer, construction, Camden, N.J.

"It gave me a good overall view of the history and organization of the PRR," wrote Paul J. Thompson, assistant trainmaster at Scullly, Pa., Pittsburgh Division.

"The seminar group members, from all over the PRR exchanged views and opinions that revealed new information to all involved," wrote Dennis C. Mesch, assistant labor examiner at Chicago.

YMCA message goes on the air

When Sunnyside Yard, on the New York Division, puts on a campaign for YMCA membership, it goes all the way...

Passenger Trainmaster Frank L. Paulin and Agnes D. Robb, his stenographer, brightened up the office with crepe paper; and Mr. Paulin's tape-recorded messages on the advantages of Y membership were broadcast over the yard's loudspeaker system.

"Join the Y," went one message.

"The doors are wide open to everybody at all hours. The biggest barrier to getting the Y offers you is not its interesting programs. It's the interest the YMCA has in you as an individual. So let's go, fellows, join the Y. It's your home away from home."

Another message was:

"Why is the Pennsylvania Railroad such a great railroad? Because it's always on the go. The Y is for everybody: boys, girls, men, women, all races and religions. So let's be on the go, too, and join the team—join the Y."

The messages were played several times a day, especially when the men were changing shifts at this giant passenger train yard on Long Island, which serves New York's Penn Station.

Proof that PRR people have got the message is the fact that 284 signed up during the drive, compared with 257 the previous year.

The Y campaign was patterned after the safety campaign that Mr. Paulin has made a running feature at the yard.

This campaign is personified by "Willie Wonder," a life-size, plastic figure dressed in railroad work clothes and on view in a glass cage.

There are three lights above Willie's head, green, amber and red. When there has been a lost-time accident, the red light is on during that shift. When there has been an accident but no time lost from the job, the amber light is on. When the shift has been accident-free, the green light is on—and so is the tape recorder:

"Keep thinking. Keep the green light blinking. Be on the team. Keep that light green."

When the Y campaign came along, Trainmaster Paulin and Master Mechanic Edward D. Laird bought Willie a membership card and pinned it to his lapel. Placed beside him was a sign: "I've joined the Y—you have you?"

And now a record number of employees have followed his example.
Big new freight car program—The PRR has announced orders for 2,064 more freight cars, representing an investment of $41,600,000. These are in addition to previously announced orders for 1,000 hopper cars and 500 automobiles to handle the heavy-duty diesel locomotives for through freight service. As the initial part of the new order, the PRR's Samuel Rea Shop at Hollidaysburg, Pa., will build 736 boxcars of 70 ton and 100 ton capacity, and 500 hopper cars of 100 ton capacity. The boxcars, built especially for hauling auto parts, will have cushion underframes.

'New Look' at Conway—The PRR plans to invest more than $2,000,000 during the next two years in its continuing modernization program at Conway Yard and adjacent points on the Pittsburgh Division, George M. Smith, general manager of the Central Region, has announced. These improvements will follow projects completed in 1964 and 1965 at a cost of approximately $1,200,000.

"These expenditures demonstrate the importance of Conway to the PRR's system-wide operations, and we believe the key role it will play after our system merger with the New York Central Railroad," Mr. Smith said. He noted that Conway is the world's largest push-button freight yard.

The 1966 program will include a new "spot shop" for centralized servicing and light repair of diesel locomotives, and rehabilitation and fireproofing of the existing enginehouse. Plans for 1967 call for revision of the car retarder system in the westbound yard to handle the larger cars and heavier loads now moving on the railroad in increasing numbers. A more advanced system for controlling the speed of cars on the westbound hump will be installed. Both eastbound and westbound humps will be provided with wheel checkers, which automatically detect and report wheel defects. Rehabilitation is scheduled for the highway bridge over the railroad at Freeman, Pa., for the railroad bridge over Lackook Run at Rochester, and for the Rochester signal tower.

'New Look' at South Amboy—Keeping pace with the increase in coal traffic brought about by low-cost unit train service, the PRR has announced plans to modernize its coal facilities at South Amboy, N.J. To provide for efficient handling of the big new 100-ton hopper cars, which are fast becoming standard in the industry, and to speed unloading, the PRR will install a new rotary dumpers, a barge loading tower and a conveyor system.

Construction is expected to begin in about six months and will take about a year, but there will be no interruption in operations during this period.

The new facility will make possible the unloading of thirty 100-ton hopper cars an hour, compared with the present average of 17 to 19 cars, said A. Paul Funkhouser, vice president for traffic.

"The increased capacity," he added, "not only will enable us to give better service to our customers in the New York area, but by reducing the turn-around time of hopper cars, the railroad can improve its car supply.

Coal tonnage moving through South Amboy has increased each year since 1960, and spurted notably in 1963, when rate cuts of up to $1.50 per ton were made possible by unit trains. These reductions, Mr. Funkhouser said, have resulted in lower charges for users of electricity and have helped bring about an upsurge in the prosperity of the coal industry.

Increase in dividends—The Pennsylvania Railroad Company last month increased its quarterly dividend to stockholders from 25 cents per share to 40 cents. In addition, there was a year-end extra dividend of 85 cents.

Stuart T. Saunders, chairman of the board, said that 1965 earnings will show a big improvement over 1964, but "from a long-term standpoint, our earnings are still far from satisfactory. For the year ending September 30, our net railway operating income amounted to only 1.93 percent return on our investment in railroad properties." He added that during the last quarter of the year, the PRR experienced some loss in freight traffic because of a decline in steel industry shipments.

From the Orient—Three officers of the Japanese National Railways recently visited the PRR's newly rebuilt and modernized freight yard at 59th Street, Chicago. They were Ryujlu Yukawa, director of electrical engineering; Takasige Uchiha, chief of the construction planning section; and Yoshio Takagi, chief assistant in the signal section. They were particularly interested in the new car control apparatus that speeds the classification of cars and curbs damage to freight. Previously the Japanese officials visited Conway Yard, near Pittsburgh, and rail installations in the Buffalo area.

Special for servicemen—Reduced furlough fares for military personnel traveling in uniform at their own expense on furlough have been extended indefinitely by the Nation's railroads. The special rates had been due to expire on December 31. These rates, which provide savings of as much as 50 percent, are available not only to servicemen on active duty but also to students at the Army, Navy, Air Force and Coast Guard academies; to ROTC senior cadets; and to foreign military students at United States installations.

Spoilers at work—Vandalism at PRR stations is becoming so serious that the Railroad may be forced to lock more stations at night and on weekends when no agent is on duty. This warning was issued to the public by Philip S. Keegan, superintendent of stations at Philadelphia. Station maintenance forces are spending more and more time cleaning up the work of vandals, he declared.

"It's very disheartening to paint a station one week and then have vandals deface the station at the first opportunity," Mr. Keegan said. "This happened at Milton, Pa., where vandals chipped off the newly painted plaster right down to the laths. We'd like to keep the stations open 24 hours a day, but in some places vandalism is so rampant that stations are defaced even when the agent lives upstairs."

Gridiron special—The PRR carried more than 12,000 football fans to John F. Kennedy Stadium, Philadelphia, on November 27, for the Army-Navy game. This event involves one of the biggest annual passenger movements in the country. The fans rode 15 special trains. Six were from the New York and Newark area, four from Washington, two from suburban Philadelphia, one each from Wilmington and Trenton-Levittown; and there were 60-man Navy football team rode to Philadelphia in cars attached to the Midday Congressional.

Applying for medical insurance—These mailroom clerks are sorting some of the applications for medical insurance, which are coming in to the Railroad Retirement Board at the rate of 10,000 a day. This insurance, which is optional, helps pay doctor's bills, and costs $3 a month. The other phase of Medicare, which pays hospital bills, is automatically applied to all persons 65 and over who are receiving Railroad Retirement or Social Security benefits. No applications are required from them. Both programs go into effect in July, 1966.

"T. Leo Dawson, a retired engineer I have had so much respect for, has just passed away, at the age of 69. When I saw him last he was a fireman. He had lived in Stroudsburg, Pa., Phillipsburg, N.J., and Bayonne, N.J. I would like to buy a picture of him at any age. I know railroad men take pictures of men they work with, and if any one has one of Mr. Dawson, it would mean a lot to me."—C. L. Wykloof, Box 94, Phillipsburg, N.J.

"I am employed as an agent-operator for the Central of Georgia, at Sargent, Ga., in the territory of your PRR sales representative, Bill Zell, of Atlanta. I will always give The Penny and I enjoy it very much. Your article, "Why Your Tax Bite Is Getting Bigger," deals with the very steady increases in the retirement taxes paid by railroad workers and matched by the railroads. There should be a stopping point somewhere. I am aware that our Railroad Retirement system is superior in many ways to Social Security, but it is not twice as good, although it costs me twice as much."—J. E. Hight, Carrolton, Ga.

"Many thanks for the three copies of the June Penny Magazine. I appreciate the careful description of our collection and in particular the note about the two C&A cars, one of which is now in our collection."—John H. White, Jr., curator of land transportation, Smithsonian Institution, Washington, D. C.

"I enjoy reading The Penny. I find the issues very informative and interesting. Without any doubt, they make an employee and his family more proud for being affiliated with the PRR."—Jerry (G.C.) Risold, Altoona, Pa.

"On a recent vacation trip west with my wife, daughter Joy and son Mark, we were guests of Mr. & Mrs. Harold Becker, in Barstow, Calif. He is a night farmer in the Santa Fe diesel shops, and we were taken on a tour of the shops. Now Mr. Becker and I trade magazines. Each month he sends me the Santa Fe magazine and I send him The Penny. I thought it would be of interest to you that at least one copy goes to Barstow, Calif. each month."—T. R. Kirkpatrick, conductor, Mansfield, Ohio.

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HAPPY NEW YEAR FROM THE PENNSY