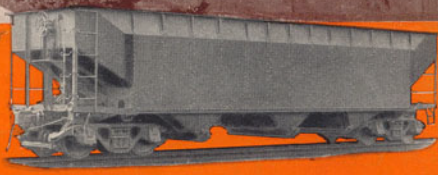
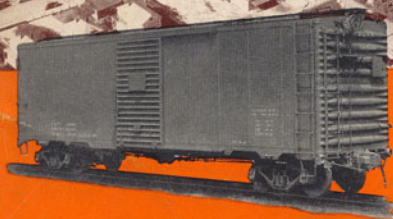


THE

Carbuilder

AUGUST, 1940



IN THIS ISSUE

THE BUTLER PLANT

PUBLISHED FOR THE BUILDERS OF ALL PULLMAN-STANDARD CARS

Craftsmanship of Father Is Passed On To Son



Henry Fisher



Dad is an expert



Son has a keen eye



Stanley Fisher

THE well-earned pride that Henry Fisher has taken in his artistry has inspired his son, Stanley, to do as well. The experience and efficiency accumulated by Dad Fisher in his 42 years as a striper and letterer at Pullman Car Works is passed on to son Stanley who adds his own 12 years for the family total of over a half century. Hundreds of passenger cars on the rails blazon their names to the world and thousands of people from coast to coast view the Fishers' expert workmanship.

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Published by the Pullman-Standard Car Manufacturing Company under the direction of the Personnel department, and with the cooperation of all employees. Dedicated to the interest, welfare, and information of all who go to make up the human force behind that great company.

NEXT MONTH

THE STORY OF

The Hammond Plant



Adventure in America



*R*ELENTLESS hardship, dogged suffering, and even martyrdom are the methods that have won for America the highest standard of living on the face of the earth.

To protect this heritage, such methods may again be needed. God grant us the fortitude that has placed our heroic forbears on the pages of American history.

THE pioneering spirit which made America great is as strong today as it was when adventurers settled the West. Only the frontiers have changed. Now the trek of discovery and development is industrial. It is the men working in shops, laboratories, and factories who explore and build.

Historical pioneers like Kit Carson, Buffalo Bill Cody, and a host of well-known names battled unceasingly with obstacles to provide a trail for covered wagon settlers. Almost every mile of the long stretches drank pioneers' blood. The leaders knew that their days were numbered, but they guided inexperienced

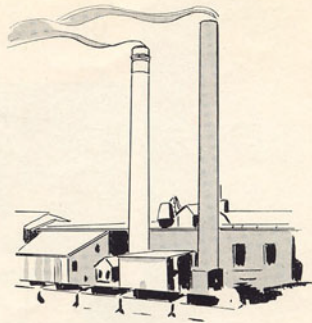
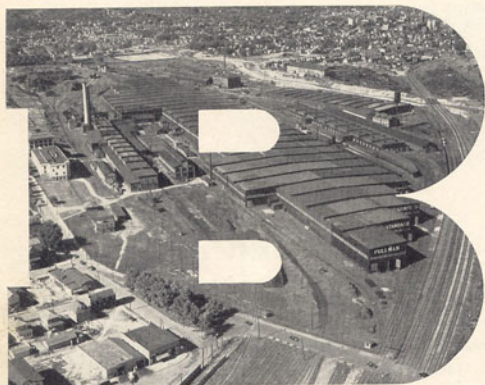
drivers through shallow river bottoms and across blistering prairies to accomplish what seemed to be the impossible.

Soon after 1824, pioneers turned from hoofs to wheels. The first wagons held a ton and a half, but as traffic increased, wagons with twice that capacity and pulled by a dozen oxen came into the parade. These heavier vehicles were the original prairie schooners.

Most of today's railroad routes follow the paths of the caravans. Earlier wagons had followed foot paths and the foot paths were originally created by wild animals.

Most industrial progress began with indistinct trails.





UTLER'S

BACK in 1901 a purposeful young man of 29 conceived a powerful idea.

He saw that the wooden car era was passing. He saw the opportunity to cash in by replacing wood with steel. "If only a plant could be organized that would put steel car building on a production basis" —thought the young engineer.

The 29-year-old engineer was John M. Hansen, typical American who had fought many battles from his youth up. His father, a butcher of the Pittsburgh district, was not much in favor of education and believed that John was wasting valuable time in attending school when he might have been delivering meat. Upon graduating from high school, young J. M. informed his parents that he was going to take an engineering course. He was all but thrown out of the house, and the tenacity of

purpose that he displayed in those early days never wavered and served in good stead during the stormy periods when it was necessary to battle with those who opposed founding a new car company. Results have shown that then, as now, a young man with ability and sufficient determination can not only advance but also provide jobs for thousands beside himself.

With the idea of a car manufacturing plant in mind, he enlisted support of "Diamond Jim" Brady and Charles Schoen and other talented car builders. After many months of burning the midnight oil, the Standard Car Company emerged. Original financing was by the sale of stock to the public at large. Many residents of the Pittsburgh district still hold stock in this property. It was a typical American enterprise founded through the single

John M. Hansen

John M. Hansen, who, with Charles Schoen and other engineers, fought obstacles and critics to make his dream of steel cars come true. It is the American way of private enterprise that produces such industries as his.

1873-1929



MAN OF STEEL

idea of an ordinary citizen and financed by other citizens who thus put their private money to work for private industry.

The first plant of the company was established in Butler, Pennsylvania, on the site of the old Butler Fair Grounds. The ground was broken in April, 1902, and the impossible was accomplished by turning out the first cars, steel hoppers, in August for the C. and O. R. R. Co.

In 1905 the plant turned out the first all-steel car for passenger train service: two express cars and one mail car for the Erie R. R. Altogether, more than one quarter of a million steel cars of all types—hoppers, gondolas, box, tank, flat, gun, cement, cane, butt, charging, camp, billet, milk, well, caboose, container, transfer, derrick, transformer, crane, stock, banana, ore, mine, produce, refrigera-

tor, mail, coke, dump, potato, auto, ballast, street cars—have passed out the door at Butler Plant.

In addition, Butler manufactured during the first world war many hundreds of thousand of shells for United States and her allies, having one order alone of 1,000,000—155 millimeter high explosive shells for the United States Government. In addition to this, there was carried on its usual domestic production. The story of the speedy erection of the Shell Shop during sub-zero weather is well known to those familiar with Butler's history.

It was the idea of John M. Hansen to have his enterprise manufacture practically all component parts of railway equipment, and in line with this thought chilled tread car wheels were made and later the Forged Steel Wheel Company was established at Butler. This latter consisted prin-

Butler's Man of Steel (Cont'd)

cipally of an Open Hearth Department for the manufacture of steel, and a Wheel Department for forging steel billets into wheels. During the World War, in order to provide steel for shells, additional furnaces were built from time to time. After the Armistice, which eased the demand for shell steel, the capacity of the wheel company exceeded requirements for wheel making. To utilize this space, Standard Steel purchased the Columbia Steel Company with its plant at Elyria, Ohio, including patents and equipment for the rolling of strip steel—then a new process—and installed its complete rolling mill equipment in Butler. The

complete steel plant was later sold to the American Rolling Mill Company, its present owner.

It was late in 1929 that negotiations between Standard Steel and Pullman joined the facilities of the two companies, only a few months after the passing of both Standard's John M. Hansen and Pullman's President, Edward F. Carry.

Thus for nearly 40 years the railway car building enterprise conceived by J. M. Hansen has been a powerful factor in America's heavy industry, and has given employment to thousands of American workers.



Students Visit Plant

Professor Jacob J. Blair, University of Pittsburgh, who served as instructor in a recent foremen's training class, made a return visit with 29 students to study plant operations. Prof. Blair is on extreme right.

The Big Apple

There is never a dull moment when the 16,000 pound steam hammer in the Forge Shop does its stuff. A staff of 5 men turn out 350 center plates a day. Jess Daufen, right, operating the hammer for 23 years, can crack hickory nuts or the windows of the court house. Others are left to right: Cyrus Mains, Wm. Rader, Wilbert Pflugh, and Lou Wagner.





Trained For EMERGENCIES

Pullman Car Works employee graduates in the 1940 Semester of the American Red Cross First Aid Training Course.

Bottom Row: M. Vander Meyde (Testing and Inspection Dept.), A. Galassini (Passenger Finish Dept.), J. J. Gibbons (Safety Dept.), W. A. Larson (Passenger Steel Dept.), and John Watt (Brass Dept.)

Top Row: T. Dempsey (Stores Dept.), E. Lincoln (Passenger Finish Dept.), H. A. Seip (Safety Dept.), R. Dickinson (Central Tool Dept.), L. Becker (P. L. & M. Dept.), and A. Steiner (Labor and Transportation Dept.)



John Watt, left, applies arm sling bandage on Martin Vander Meyde. J. J. Gibbons shows proper bandaging of an eye injury on W. A. Larson.



These men know that First Aid training is invaluable as it enables them to recognize the nature and extent of an injury and to give proper and immediate aid prior to taking the injured person to the plant dispensary or to the Doctor.

There is an ever increasing need for knowledge in giving emergency treatment to injured people. Traffic accidents which occur long distances from where medical aid may be obtained result in the greatest number of accidental deaths and injuries. Often a life can be saved by immediately applying some simple treatment and there is satisfaction in knowing how to treat an injured person in an emergency without wasting precious minutes.

Learning First Aid cannot be measured in terms of time spent. Pullman-Standard employees are invited to avail themselves of the opportunity to receive First Aid instruction. Application may be filed with the Safety Dept. and applicants will be accepted in the order of registration.

P. J. BRAND, *Dir. of Safety.*



Improvised splint for fractured leg so that injured can be safely transported to doctor.

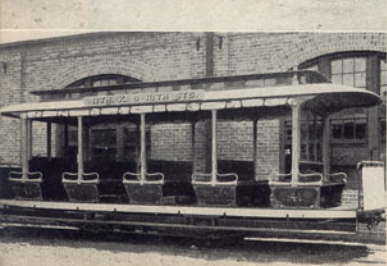
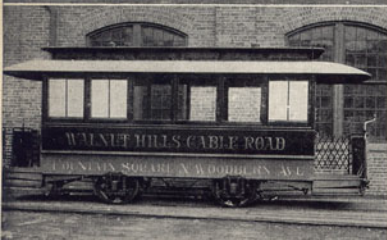
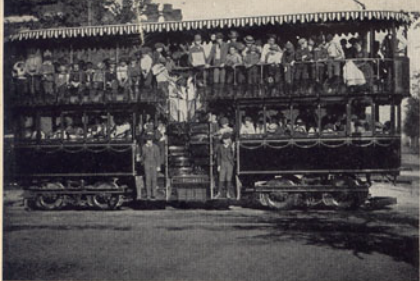
H. A. Seip is the "victim". A. Galassini, (left) giving stimulant. T. Dempsey and L. Becker applying splint. M. Vander Meyde in rear.



Drowning, electrical shock and gas poisoning cause stopping of breathing. Here is illustrated artificial respiration that will artificially carry on breathing for the victim by alternately compressing the lungs and releasing the pressure, thus causing air to flow out and into the lungs.

A. Galassini is applying artificial respiration on Leonard Becker while A. Steiner administers a stimulant.

Two specially-built street cars were operated during the World's Fair of 1893 between the end of the line of the Chicago street car system and Pullman Car Works. The photographs show them with their varnished woodwork and double deck construction. George M. Pullman and H. H. Sessions designed and operated this unique railway.



THE TROLLEY

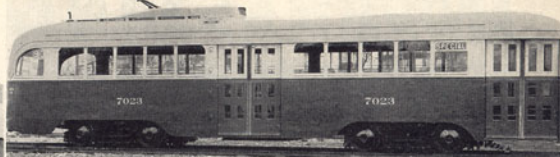
BACK a few years ago, cities weren't buying any street cars. In fact, some lines were being abandoned. Then the presidents of many street railways got together in conference and laid plans for a car that would make money.

As a result the Presidents Conference Commission was formed and drew up an acceptable design. The new cars shown on these pages are examples of the P. C. C. street car.

It starts fast and stops in a hurry, runs quietly and makes passengers comfortable. Because it covers more ground in a shorter time, it keeps the streets clear of waiting passengers.



THE OLD cable cars, horse cars, and electric cars were built by Pullman Car Works in the 19th century, in addition to 20th century production not shown. Specifications for cars by the newly-formed street railway companies frequently failed to indicate color or decoration. It was then up to the foreman in charge of painting to select whatever color appealed to him. Platforms were open, seats were hard, but the public hailed these marvelous chariots with excellent patronage. There were summer cars and winter cars, little cars with but four wheels and bigger ones that boasted a four-wheel truck at each end.



CAR COMES BACK

Local automobile traffic is not retarded and both workers and shoppers find its speed saves them time.

In one large city electric-drive vehicles, street cars and trolley busses are carrying more than 87% of the traffic. In this city the line on which the new P. C. C. cars operate is sixteen miles long and runs through the main business district between two outlying suburbs.

Our Osgood Bradley men have been building a number of them for various street railways throughout the country. Their workmanship has been praised by companies and riders alike.



➔

THE NEW cars have three sets of brakes; air, dynamic, and magnetic track brakes, all operated in sequence from a single brake pedal. They can outstrip the most modern automobiles when leaving a traffic light and have been called the fastest accelerated vehicle on the street. Through the use of the P. C. C. car, it has been stated by a transportation engineer, accidents have been reduced from 3 to 15%. Revenues, according to the same source, have increased from 5 to 33%. The modern street car is an investment for the street railway company. It is like putting money in the bank.

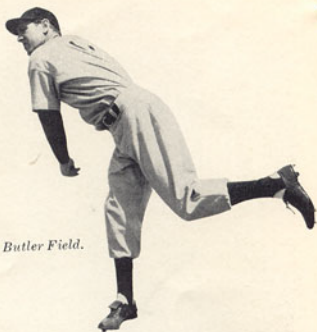
INTERESTING PEOPLE

BUTLER YANKEES

The home field of the Butler Yankees, a class "D" farm team for the New York Yankees, is on Butler Plant property. It is leased to the minor league of which W. G. Helsel, plant manager, is a director.

Once a year, the New York Yankees visit their future stars, and on June 14, 1940, they won 14 to 2.

"Lefty" Gomez warms up on Butler Field.



Autograph hunters pester Joe DiMaggio.



"Red" Rolfe gets a few kinks out of his arm.



A night game on the Butler Field, best-lighted diamond in Western Pennsylvania.



Gomez chews and throws in rhythm.



Left to right: Gomez, Rolfe, and Frankie Crosetti pause just before game time.



Safe on first! Butler error in the third.

AND UNUSUAL THINGS



Goggles Saved Eye

Wallace Rimer, foreman in Steel Stores, Butler, was inspecting box car ends. Two men with 1 1/2" bars were handling the ends which had been received in lifts piled edge-wise. While bars were inserted between ends, a lift suddenly fell forward throwing bars in the air, one of which struck Mr. Rimer on one lens of his goggles.

The blow dazed him, knocked off his goggles, and bruised his cheek bone. Mr. Rimer says that had he not been wearing safety goggles, his eye probably would have been lost forever.



Left to right: Chic Vavro, Mike Soley, Bill Gladis, Joe Vavro, John Gulevich.

Good Health

The Lyndora Bar-Bell Club was organized six years ago for recreation and physical development. It is composed of employes of Butler Plant and others, competing in local and distant contests and winning many prizes for skill.

Members say it keeps them active and always in good physical condition.



Home Safety

WOULD YOU BELIEVE IT?

JAMES A. GOLEMON, Distribution Clerk, while working in his backyard saw his 110 volt line suspended with a sag. In an attempt to remove the wire from his work, his hand caught a portion of uninsulated wire and consequently could not remove his hand. This particular wire had been rubbing a nearby tree until it became bare. Not being able to pull away he yelled to his father-in-law sitting on the porch. Golemon warned his father-in-law to please not touch him but get a glove with an old piece of rubber to release his arm from the circuit. This method was very unsuccessful since his clothes were wet from perspiration from manual labor. After persistent yelling his mother-in-law became alarmed and saw what was going on and pulled the main house switch thus releasing the current on the live wire.



Wins Bicycle Contest

Richard Crouse, son of L. J. Crouse of the Accounting Department, Butler Plant, won second prize among 125 contestants in the Annual Bicycle Parade of Butler.

Judging was done on the Butler Yankee baseball grounds, and the boys were guests at the evening game. Richard's appearance in the role of "Uncle Sam" was typical of the spirit of the times, and he received a great ovation.



AT NIGHT, each compartment has a wash basin, a dental faucet, and a lighted mirror. There is an electric shaving outlet, and plenty of soft towels are handy. Each end of the car is fitted with individual toilets.



BY DAY, deep upholstered seats with adjustable backs and individual arm rests make travel delightful. This is the 6-passenger compartment. There are five of these and five 3-passenger compartments in each car.



FOR SLEEPING, three tiers of berths, one above the other, are provided. The new rubber mattress is used in each, and each berth has individual curtains and individual air conditioning. Steps to upper berths make it easy to "hit the hay".

LOWER FARES In Coach Sleepers

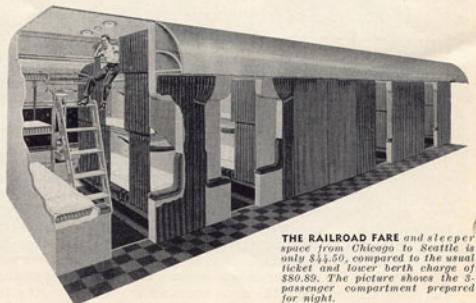
ANOTHER new idea has been developed and put into practice by The Pullman Company for increasing rail travel by providing opportunity for coach passengers to enjoy low cost accommodations that maintain high-grade Pullman comfort and service. Rail fares as well as Pullman charges are less.

The coach-sleeper, typical of the progressive spirit of all companies in The Pullman group, was originated, developed, and completely fitted in the Calumet Shops of The Pullman Company.

Herewith are some pictures showing the reasons for its popularity.



INTERESTED PEOPLE swarmed through Coach-Sleepers on exhibition in both Chicago and Seattle on June 29th. Every one was a potential passenger's middle-class Americans who now take trips in their own automobiles.



THE RAILROAD FARE and sleeper space from Chicago to Seattle is only \$44.50, compared to the usual ticket and lower berth charge of \$80.89. The picture shows the 3-passenger compartment prepared for night.

NEW YORK CENTRAL'S World-Famous 20TH CENTURY BUILT BY PULLMAN-LIMITED

THE WORLD'S LARGEST BUILDERS OF RAILROAD AND TRANSIT EQUIPMENT

For almost 40 years, the Twentieth Century Limited has been one of the most famous and luxurious trains on earth. Today, streamlined into new and even greater significance, it has been completely re-equipped with the latest in Pullman-Standard streamliner equipment. For the past six years we have set about the task of making modern streamlined transportation available.

In 6 years 16 railroad systems have added Pullman-Standard streamlined units.

If you think back, you'll remember that in February 1931 there was but one streamliner in the entire country . . . and that, built by Pullman-Standard, was exhibited at the second opening of Chicago's Century of Progress.

By way of contrast, today practically every major city can boast of this modern service . . . and in practically every section the pleasing and comfortable Pullman-Standard streamlined units of these trains has become a familiar sight. For within these six eventful years the

number of railroad operating Pullman-Standard streamlined train cars has increased from one to sixteen . . . the number of track miles served from coast to coast, from Maine to Mexico.

Pullman-Standard streamliners are putting profits back into railroading.

As the American creator of this type of passenger train, and as the builder of over 70% of the light-weight streamlined units which have been purchased, Pullman-Standard's role in the development of this phenomenal record has been vital. In an important sense it has been secondary.

By using these Pullman-Standard-built streamliners in such numbers that you have made them the most popular and profitable trains on earth, you have encouraged the railroads to put an ever-increasing number into service and enabled them to take a lifetime's advance in safety and comfort, within the limits of six short years.

PULLMAN-STANDARD CAR MANUFACTURING COMPANY-CHICAGO

"Tops" IN STREAMLINERS ARE BUILT BY Pullman-Standard



The famous hospitality of the Pullman-Standard dining room. One Pullman-Standard table folds into the wall. The table and upper also make up into fold-down beds. But when all these beds are made down for the night, ample space remains for dining about. Of course, in the dining room on other Pullman-Standard trains, the complete table facilities are converted and, in many instances, sleeping rooms are available.



The dining room on the 20th Century resembles a living room. One Pullman-Standard table folds into the wall. The table and upper also make up into fold-down beds. But when all these beds are made down for the night, ample space remains for dining about. Of course, in the dining room on other Pullman-Standard trains, the complete table facilities are converted and, in many instances, sleeping rooms are available.



A visit in the bar lounge of the 20th Century is an experience in being a guest in a famous and exclusive club. You surely don't dine the Century menu without a good view of the beautiful Kew-Forest Grounds. And, in the social circle of the modern train, it is here that you will encounter them.

THAT additional car orders will follow and so additional work for the company's employes and additional dividends for its stockholders, are the natural results expected from our advertising campaign. The above page, telling about New York Central's Twentieth Century Limited, appeared last month in Sat-

urday Evening Post, Colliers, Life, Time, and Business Week. In later advertisements, our company will talk about other equipment, both passenger and freight. In August you will find another page in Time, August 5th; Colliers, August 24th; Life, August 26th; and Saturday Evening Post, August 31st.

A PAGE

For Women

By Pauline Stanley

Here are the first of *YOUR* recipes that have been coming to me through the plant editors. Every one of them sounds grand, and I hope that the rest of the Pullman-Standard women enjoy them too.

There's one thing about a car builder, he certainly does like to eat. Do send me some more. Your plant editor will forward them to me.

HAMMOND

GRAHAM CRACKER DESSERT

4 cups of graham cracker crumbs rolled, 1 cup of sugar, $\frac{1}{4}$ lb. of butter or $\frac{1}{2}$ cup cream, 1 small can crushed pineapple, 1 cup of nut meats, 1 teaspoon of vanilla. Alternate crumbs and filling in tray lined with waxed paper. Place in refrigerator.

JOHANN BOUSLOG, *Employee—Len Bouslog, Chicago, Illinois.*

OSGOOD BRADLEY

ANGEL CAKE

6 egg whites, $\frac{1}{2}$ tsp. cream of tartar, $\frac{1}{4}$ tsp. salt, $\frac{3}{4}$ cup sugar, $\frac{1}{2}$ cup flour, 1 tsp. vanilla. Beat egg whites till foamy, add cream of tartar and salt. Beat until stiff. Sift sugar and flour four times and fold into whites of eggs, add flavoring. Pour into ungreased angel cake tin. Bake 50 minutes at 325° F.

MRS. LEAH J. COURNOYER, *Employee—Hector M. Cournoyer, Holdex, Mass.*

PULLMAN CAR WORKS

RHUBARB PIE

1 egg well beaten, 1 cup sugar, $1\frac{1}{2}$ cup sliced rhubarb, $\frac{1}{2}$ cup cracker crumbs, $\frac{1}{2}$ cup raisins, 2 tbs. butter—melted, salt. Combine sugar and eggs, add rhubarb, cracker crumbs, salt and raisins and butter, mix thoroughly. Pour in pie pan, cover with top crust. Bake 45 minutes in hot oven.

MARGIE PINKUS, *Employee—Feliz Pinkus, Chicago, Illinois.*



BESSEMER

CHEESE BISCUITS

Add $\frac{1}{2}$ cup of grated American cheese to biscuit recipe when working in shortening, or sprinkle cheese on tops of biscuits before baking.

ROSIE E. HARRIS, *Employee—Jessie Harris, Bessemer, Alabama.*

HASKELL AND BARKER

TUNA FISH SALAD

5 or 6 boiled potatoes, diced; 3 or 4 stalks of celery, diced; 4 sweet pickles, diced; 1 can tuna fish; 1 can peas. 1 pimento, diced. Mix together adding salad dressing. Serve with lettuce.

MRS. WM. SCHUMAN, *Employee—Wm. Schuman, Michigan City, Indiana.*

A Bessemer riveter named Norman Johnson displays a remarkable variety of knives that he makes and sells.

He Makes His **HOBBY** **PAY**



Bessemer Man Fashions Knives From Saws

NORMAN JOHNSON, 36-year-old Bessemer Plant man, has a hobby of making knives out of old saws. Recently he has turned his hobby into an added source of income, supplementing his industrial pay check with the proceeds of his own sales.

A column in a Birmingham newspaper says this about him, "Hats off to Norman Johnson. The father of nine children, Mr. Johnson has been on Works Progress Administration only one time."

All kinds of knives come out of Mr. Johnson's work shop — kitchen knives, carving knives, butcher knives, and paring knives are only a few. He has learned what makes a good cutting shape for various purposes and has made them out of tempered steel and aluminum handles. The CARBUILDER adds its congratulations to Mr. Johnson and wishes him every success in his ingenious enterprise.



Riveter Johnson supplements his income by selling them to housewives, hunters, and butchers.



Johnson first began work at the Bessemer Plant in 1929. He is shown here making a few sales to Miss Rose Jacobs, the Bessemer Plant's telephone operator on the office steps.



CAR BUILDERS MAKE GOOD HOME BUILDERS

This Is the House That Bert Built ➤

WHEN a car builder sets out to build his own home, you can be sure that it is built as well as the cars he works on.

A. L. Edmiston, (Bert to his many friends) for 19 years an axle turner at the Butler Plant, wanted to own a home. His assets were a lot, an old barn, an antique automobile, and a small sum of money. His liabilities were no experience, no knowledge of planning, and no materials. According to all theory, he was licked before he started. But that's what you think.

He got himself some books from the library, planned his home, listed the materials he would require, and sold his old car for \$10 to buy nails. With an additional \$14 for labor and much used lumber, he constructed a 16 by 28 foot home at 310 Stewart Way, Butler, Pennsylvania. It has wall board interior, four rooms, bath, and finished attic.

The memory of the Edmiston's experience will live constantly with them—may they enjoy their happiness for many years.



A keen desire coupled with determined perseverance has produced a home of which any man would be proud. The hedge shown in the foreground was grown from seed.



➤ *The Edmiston family. Bert, daughter Alma Jane, and Mrs. Edmiston have just returned from church. Mrs. Edmiston teaches a Bible class, and is pictured with a Bible in her lap.*

The interior. Looking from living room through bedroom to a stairway in an alcove. A typical home of American comfort.



☆ ☆ BUILT IN SPARE TIME ☆ ☆

In Michigan City, Richard A. Pomranke, Steel Erection, had a similar idea. He located 4½ miles south of Michigan City and built a brick veneer house with a two-car garage and a business-like chicken coop during his spare time. Note that the scaffolds he made are of car shop design. Photo at left.



➤ *Dick Pomranke, son Wayne, and dog Chico are pictured outside the house that Dick built.*



Dick Pomranke, son Wayne, and dog Chico are pictured outside the house that Dick built.

➤ *Left to right: Brother - in - law Emil Groth, and car builders Frank Nauykos and Fred Hillman helped.*



HASKELL AND BARKER FOLKS

Invite All To Picnic



Entrance to Memorial Park with Community Club House in background.



Social Club General Committee. Seated from left to right: John Walzak, E. J. Rademacher, A. C. Schlaak, James Gillette and Charles Lubke. Standing from left to right: H. A. Brand, R. Williamson, Clifford Arthur, E. S. Buckingham, A. Hirschmann, Harvey Lyons, Richard Weiler and Richard Pomranke.

EVEN though the possibility is remote of having Worcester, Bessemer, Butler, and Baltimore car builders attend a picnic at Michigan City, the Haskell and Barker Social Club wants all Pullman-Standard folks to know that they and their families will be welcome at the Club's 3d Annual Outing on August 10th. Pullman Car Works and Hammond people are urged to make it if they can.

This year's picnic is to be held at Memorial Park on the east side of Michigan City, and will open at 11:00 a. m., with flag raising ceremonies. The color scheme of decorations and program is red, white and blue. Families will bring their own basket lunches, and in the afternoon they will see a baseball game and take part in children's and adults' races. Dancing in both afternoon and evening will be on the program also.

Thousands Enjoy Service Club's Outing

FOUR thousand people, members of the Pullman Twenty-year Service Club, their families, and associates, frolicked and picnicked at Michigan City's Washington Park on July 20th. The Club, whose membership is now over 1000, annually treats its friends to an outing in the home town of the Haskell and Barker people who act as their hosts.

John G. Watt, president of the Club, David V. Swanson, secretary, Martin Van Eck, treasurer, and Clarence Lowe, publicity, all from Pullman Car Works, were in charge of arrangements. A ball game which the Michigan City boys took 8 to 5, a program by the Michigan City glee club, races for young and old, and music by the Pullman High School band and were feature events of the day. Two South Shore trains of 10 cars each brought the visiting Pullmanites to the lake front park. They witnessed a flag raising, pledged allegiance, and then enjoyed relaxation or play as each desired.

Miss Pullman Safety, secretly appointed by the Serv-

ice Club's president and known only to him, turned out to be, appropriately, Jane Brand, daughter of P. J. Brand, Safety Director. It was Dan Samuel of the Accounting Department who found her in accordance with the rules and who collected the \$5 award for identifying her.



Expectations run high as first trainload of picnickers greets Michigan City sunshine.



DOLLARS

FOR YOU, TOO

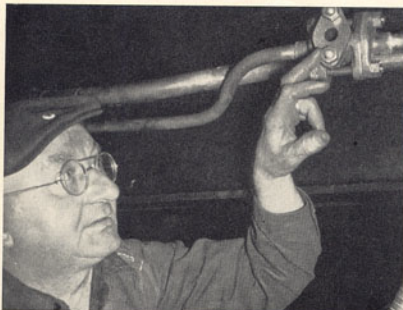


Comparing the old, (at the right,) and the new, (at the left.)
The change is a decided economy.

PULLMAN MAN SUGGESTS CHANGE IN AIR LINE

BY using the Suggestion Box, J. Hastreiter, Steam Department, Pullman Car Works, received a nice award for suggesting a simple change. Instead of the customary T connection, says Hastreiter, why not save money by using a standard pipe fitting? The old style is heavier as well as costly, while the new pipe T is cheaper, lighter, and just as strong.

Evidently the suggestion committee saw his point for his award was bigger than most others.



The old style air brake T that required bolts and gaskets. Heavy and costly.



The new style threaded T that is simple and light. It is plenty strong enough.

GOOD NEWS..

More Work!



New freight and passenger car orders that have been received by Pullman-Standard since the last issue of this magazine went to press have been assigned as follows:

PULLMAN CAR WORKS

A seven-car ultra modern, streamline train to run between Florida and Chicago will be built by Pullman Car Works for the Illinois Central Railroad. Interior decoration will be tropical.

OSGOOD BRADLEY

Our Worcester coach builders who made stage coaches back in 1826, have been assigned 39 P. C. C. street cars to build in the modern manner of coach makers. These new transportation units, which are described in more detail on page 8 of this magazine, are for service in Baltimore, Md.

HASKELL AND BARKER

A new order for 200 box cars of 50-ton capacity will be built at Michigan City for the C. & O. R. R.

BESSEMER

A single order for 1000 Illinois Central box cars of 40-ton capacity has been assigned to the Bessemer Plant.

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Congratulations

Hearty congratulations from the car builders of Pullman-Standard are being offered to Howard H. Sherman upon his appointment recently. The following notice was posted in July:

July 11, 1940.

This is to announce the appointment of Mr. Howard H. Sherman as Assistant Director of Personnel.

(Signed) W. N. BARKER,
Vice-President.

Here's What You Say!



THANKS a million for the hundreds of postcards that have flooded your Editor in answer to his letter to employ readers.

Those who haven't sent in their postcards still have the opportunity to express their ideas, too. Dust them off and MAIL THEM IN. Your ideas are as good as anyone's, and THE CARBUILDER needs them.

The Results So Far:

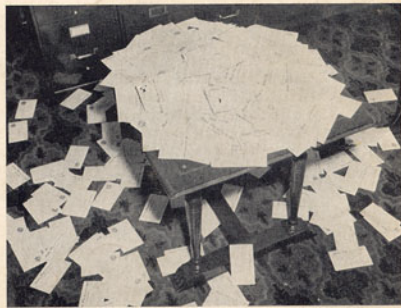
Out of every hundred men who replied, 95 want to keep the name THE CARBUILDER.

Out of every hundred women who replied, 86 sent in some good ideas for the women's page. A few of them are printed on page 14 of this issue. Pauline Stanley needs more, so SEND YOURS IN.

Postcard batting averages: Bessemer, first with the best percentage; Michigan City, second; Hammond, third; Worcester, fourth; Pullman Car Works, fifth.

Thanks, Folks

The editors would like to write each of you a personal letter to thank you for your card, but they would be so busy writing that they wouldn't have time to get out a magazine this month. So here's a big THANK YOU for those who sent them in, and another THANK YOU for those who are going to mail their right away.
—Your Editors.



Your cards that arrived in the first day's mail.

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