

PENN CENTRAL



POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

MARCH 15, 1968



All eyes were on TOLEDO

First trick men arrived at the yard office in the early morning darkness.

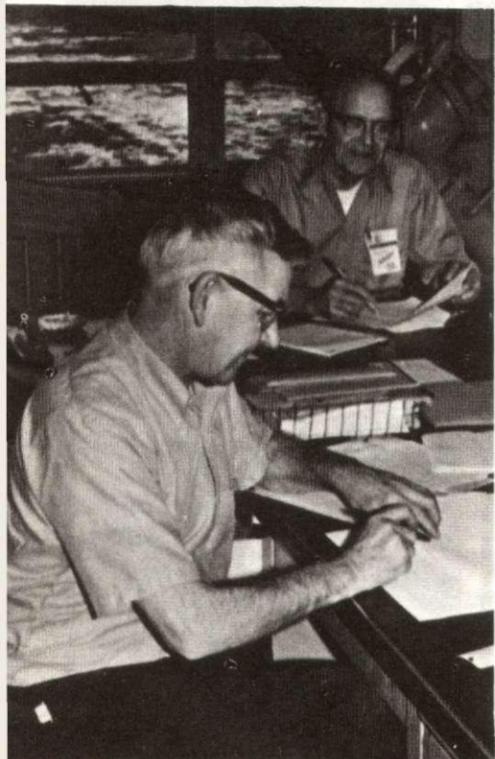
Shrugging off the chill that still hung in the late winter air, the men



Engineman W. H. Miller watches Brake-man G. C. Lamb throw new switch that connects the former NYC and PRR tracks.



Thomas Basich, left, representing the city of Toledo, receives miniature boxcar from E. L. Claypole to mark yard consolidation.



Interchange Clerk J. C. Redieck, formerly NYC, works alongside Car Distributer H. J. Shepard, of PRR, at Stanley Yard, Toledo.

stopped to check the call board. It was 6:30 A.M. on February 26 at Stanley Yard in Toledo, Ohio—consolidation day.

Conductor Raymond J. Grau stepped to the crew caller's window. "Well, here I am, all ready for work," he said as he shifted his six-foot frame into a comfortable writing position and signed the roster.

In nearly 48 years of railroading he had signed up for a lot of runs, but this day was different—he was making history.

Mr. Grau became the first former PRR man to sign in at the first terminal to be consolidated under the Penn Central merger.

Right beside him, signing a separate sheet, was Conductor Paul M. Sawyer. With 47 years of railroading behind him, Mr. Sawyer was the first former New York Central man to sign in at the newly consolidated yard.

"This feels good," the husky conductor said. "I think it'll mean a lot better service for our customers, but we'll need more track room if business increases as they say it will."

The men left the office for their trains. Equipment from both former railroads nearly filled the former New York Central yard.

Before the day was over, NYC diesels and crews were hauling PRR cars and cabooses. PRR crews, with NYC personnel to familiarize them with the yard, were working both NYC and PRR equipment.

But the equipment was all Penn Central now and working in a Penn Central yard. Although they signed separate rosters and worked with their original crews, whether NYC or PRR, the men were now officially Penn Central men.

Inside the yard office, former PRR and NYC men were working side by side.

Clerks Henry Laderach and Glenn Szekely were recording information on car movements. Mr. Laderach, formerly PRR, was teaching Mr. Szekely, formerly of the NYC, how to use the Friden Flexowriter and other equipment installed by the PRR, his former road. Mr. Szekely was showing how to use the IBM equipment of the Central.

Although the interchange of cars had ended, it was still necessary to send car movement information by the two different processes to the data centers in New York and Philadelphia.

Sitting across a desk from each other were Joseph C. Redieck, interchange clerk, and Harry J. Shepard, car distributor. Mr. Redieck was a Central man; Mr. Shepard, PRR.

"It will take some time to straighten this operation out," said Mr. Redieck, "but I'm sure it will be all



E. A. Anderson, NYC man, explains the operation of hump block signal to former PRR men, C. E. Weirich and J. W. Birtcher.



Consolidation of Stanley Yard was marked by the interchange of equipment of both roads.



Former NYC Clerk F. G. Sommers inserts an IBM card in bill for former PRR car going over former NYC track in the Toledo area.



NYC man, G. Clapsaddle, walks with C. E. Weirich, of PRR, as he cuts cars for the first time at the Stanley Yard hump.

right in the end."

With the consolidation, Stanley Yard will handle nearly all north-south traffic at Toledo. Freight moving between Detroit and points south of Toledo on the lines of the former PRR now will save up to a full day in transit.

The new method of operation overcomes previous delays caused by interchanging cars between the Central's Stanley Yard and the PRR's Outer Yard. Traffic through the consolidated yard is expected to increase about 45 per cent.

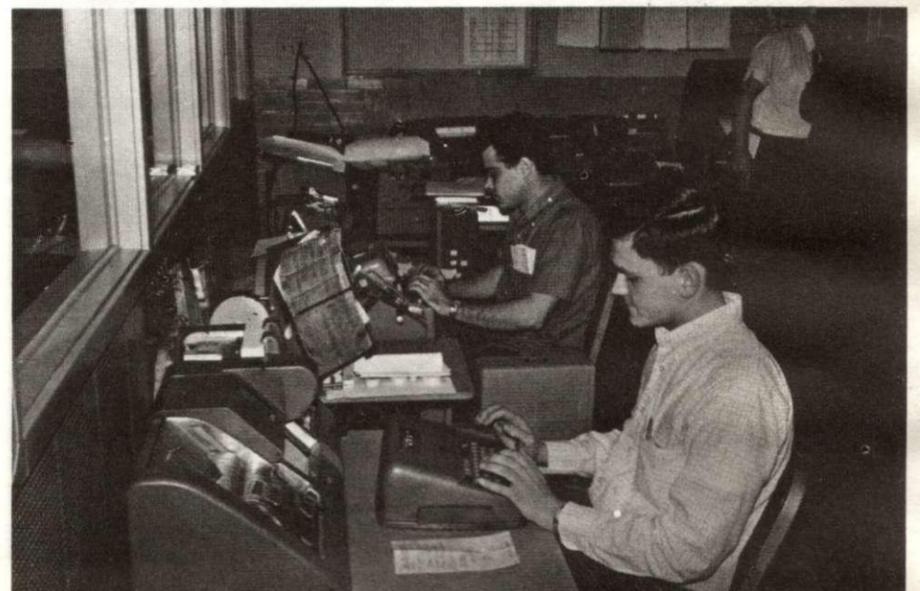
Stanley is a hump yard with 42 tracks and a capacity of nearly 2,000 cars. The hump is a man-made hill down which freight cars roll to be

classified, or sorted, according to destination.

Plans call for expanding the yard by building a departure yard. Retarders will be upgraded and yard grades modified.

Traffic at the smaller Outer Yard has been greatly reduced. Primarily, this yard will be used to repair damaged cars and handle some transfers and a minimal amount of road work.

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Clerk Henry Laderach, formerly PRR (rear), and Glen Szekely, NYC, work side by side at data processing machines of their former railroads in Stanley Yard information center.

Continued from Page 1

Merger planners chose Toledo as the first consolidation point because of its strategic location between Chicago, Detroit, Cleveland and Fort Wayne.

In addition, labor agreements were completed in Toledo ahead of most other areas, opening the door for yard consolidation almost immediately after the Penn Central merger.

Members of the Labor Relations Departments of the former Pennsylvania Railroad and the former New York Central worked out the agreement with labor union officials.

Representatives of Management and Labor were on hand to help the Toledo consolidation.

John M. McGuigan, chairman of the Merger Coordinating Committee and assistant to the PRR vice president of operations, said:

"Considering the size of this terminal consolidation at Toledo, it went well. Sure, we made a few mistakes, but they'll help us with the next one."

The next terminal due for consolidation is Detroit. Then will come Louisville, Cleveland, Ashtabula, Indianapolis, Terre Haute, East St. Louis and Grand Rapids, in ever widening circles until all operations of the Penn Central are fitted together.

In each case, the process will involve dovetailing a large number of details.

C. A. West, Toledo assignment

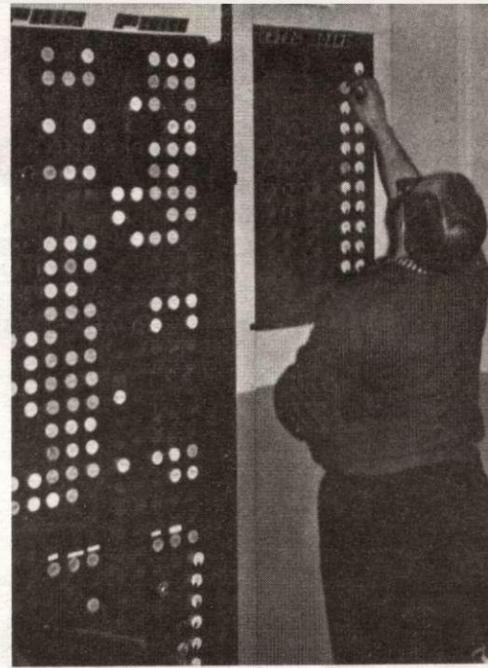
clerk and former PRR man, pointed out one minor but curious detail: At the PRR's Outer Yard, square pegs were used to post men's names on the call board, while at NYC's Stanley Yard, round pegs were used.

Now, under the consolidation, only round pegs are being used.

"Everything will go fine," smiled Mr. West, "as long as we don't try putting a square peg in a round hole."

Crew Dispatcher A. E. Daubner puts round pegs in the extra board at Stanley Yard.

On the cover: Going over hump at Stanley Yard, boxcar hails the first terminal consolidated.



Now hear this . . .

Altoona, Pa., is more than 300 miles from the nearest water suitable for sailors.

But you couldn't tell that from watching the men of Surface Division 4-9.

They're landlocked sailors of the Altoona Naval Reserve Training Center. They run a tight ship, observing naval regulations and customs as if they were at sea.

There's a quarter deck near the front door. A ship's bell hangs nearby. Announcements are made over the public address system with the traditional preamble, "Now hear this. . ."

Visiting officers are piped aboard, and there's a pilot house in the drill hall. This structure is complete with flying bridge and equipment for storing and raising signal flags.

One weekend a month, the men of Division 4-9 don their blue uniforms and report to the center for training. Once inside, they're all Navy. The only thing missing is sea water.

"We recruit and train former Navy men who have rates or rank," says Lieutenant Commander Miron L. Briggs, Jr. "The men are given advanced training in their Navy specialty for gradual advancement."

Mr. Briggs is one of several Penn Central men in the division. He is a chemist in the test department at Altoona and serves as division administrative officer.

William Weight, chief data processing technician, is doing personnel classification work for the Navy

division. He's a supervisor of personnel at the Penn Central's Heavy Repair Shops.

"The men here will be used to supply trained personnel to the fleet in the event of emergency," Mr. Weight says. "They get general naval training, but the emphasis is on improving proficiency in their fields."

Elmer Schmerbeck is a chief electrician's mate, and is serving as an instructor for men in this field. His naval specialty ties in closely with his job as gang foreman in the Juniata power plant.

Harvey Lupold is a pool operator in the Altoona Data Processing Center. He's a shipfitter 2nd class in the Naval Reserves and serves on the division's recruiting team.

"We look mostly for ex-Navy men," he explains, "but we do enlist some recruits. These men spend their summer training period at boot camp and then go on active duty."

He says the division expects them to return as rated personnel and to resume training with the Reserve unit.

Paul Engelman, a tractor operator, returned from such duty and is continuing his naval training. He's a hospital man 1st class.

Walter Prugar is a carman at Passenger Shop No. 4 and is a machinist's mate 2nd class in the division.

Ralph Wolfe, Altoona yardmaster, is a recent transfer from the National Guard. He's presently a gunner's mate 2nd class.

Lt. Commander Briggs explains that the Navy considers all the men specialists.

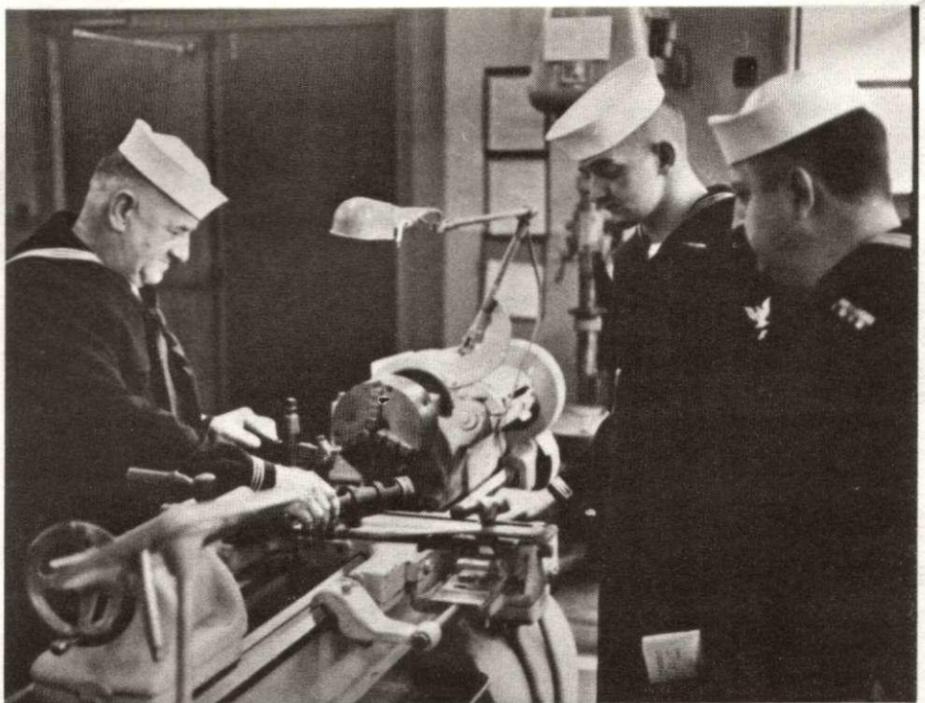
"They are already assigned billets in the fleet," he said, "and can be activated on very short notice."

Unlike some Reserve organizations, Division 4-9 will not report for active duty as a unit. The men will report individually to ships in need of their particular specialties.

"We may be landlocked, but we can go to sea in a hurry," says Mr. Weight. "Some of us already know what ships we will go to if that becomes necessary."



A former PRR employe, Rear Admiral J. E. Van Zandt is "piped aboard" at the center. He is a former Congressman and now a representative of Pennsylvania's Governor.



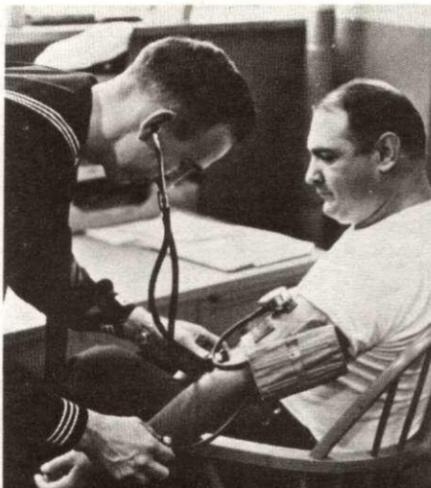
Walter Prugar, a carman in PC's passenger shop, is a machinist's mate 2nd class in the Naval Reserve. Here he instructs other reservists in fine points of lathe operation.



Lt. Cmdr. M. L. Briggs and Chief B. Weight inspect quarterdeck at training center. In foreground is shell from a naval gun.



Chief J. Schmerbeck, gang foreman at the Juniata Power plant, instructs reservists.



Hospitalman P. Engelman checks the pulse, blood pressure of Gunner's Mate R. Wolfe.



V.I.P. visitor at Conway

Paul J. Tierney is a slim, soft-spoken, quick-moving man with a deep interest in people and what they think.

He visited Conway Yard, north of Pittsburgh, recently and hobnobbed with the men who move cars through this busy facility.

Most of the men didn't know till afterward that he holds one of the key jobs in Washington.

Mr. Tierney is the new chairman of the Interstate Commerce Commission, which has jurisdiction over all railroad, trucking and barge operations.

He came to the area to address the Community Relations Committee of the Pittsburgh Railroads. As part of his visit, he toured key facilities of Penn Central, Pittsburgh & Lake Erie, and Bessemer & Lake Erie.

A high point was the visit to Conway, the world's biggest push-button freight yard.

"I was deeply impressed," Mr. Tierney said later. "The size of the yard, the amount of traffic moving through it, the efficient way it was handled—it was all quite a thing to see."



In high tower at Conway Yard, Yardmasters R. J. DeLauter and Leon Leonard point out details to Paul J. Tierney, new chairman of the Interstate Commerce Commission.

"I grew up in Northumberland, Pa., and knew the PRR yard there very well. This ultramodern yard provided a spectacular contrast."

His son, Michael, 15, a high school student at Washington, accompanied his father. Michael's summary was:

"I feel I learned more today than I learned all year in school."

Edgar P. Ford, Conway assistant superintendent, told the visitors how the yard serves as a railroad hub, making up and breaking up trains for Eastern and Western points.

In the data room, Supervisor Walter Willig explained the Railroad's

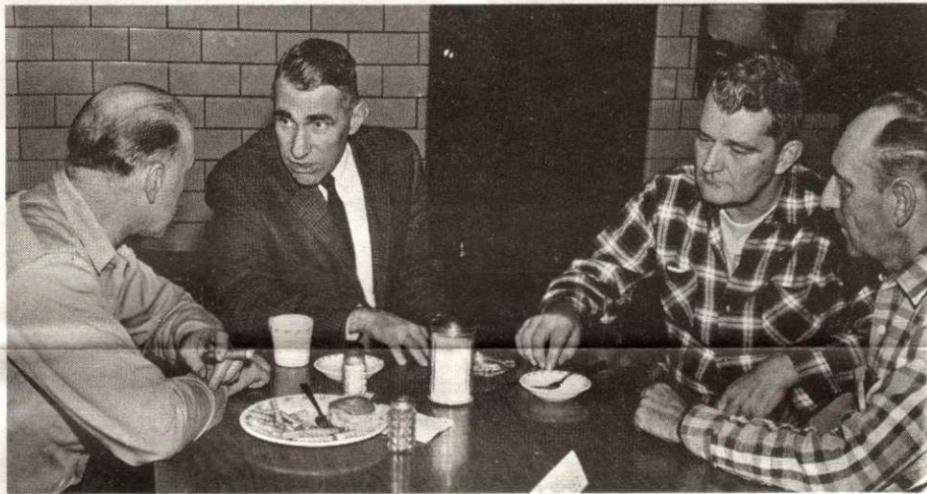


Supervisor Walter Willig explains car reports to Mr. Tierney and son Michael.

new system of keeping track of freight car movements by means of information teletyped from each yard to a computer center at Philadelphia.

At a luncheon attended by transportation and business executives, Mr. Tierney predicted that the merger will greatly benefit the Pittsburgh area.

Mr. Tierney, a Republican, was appointed to the I.C.C. by President Kennedy in 1963 for a seven-year term. He became chairman at the beginning of 1968.



In YMCA, Mr. Tierney lunches with Trainmen W. J. Hudson, L. R. Crawford and E. H. Frye.

Don't tell it to George

Don't talk to George Pazder about the importance of wearing safety glasses.

You'd be wasting your breath.

He knows.

Mr. Pazder is a car repairman at the former New York Central, now Penn Central, shops at Beech Grove, Ind.

One day recently, he was drilling through steel. The drill bit broke. It flew straight up at him. It struck the right lens of his safety glasses.

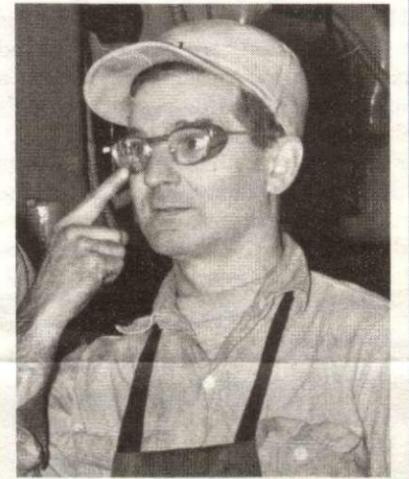
The lens shattered.

His eye was unharmed.

"I've always worn safety glasses," Mr. Pazder said later. "It was a safety rule and I obeyed it, though without feeling very strongly about it. I mean, the danger was theoretical. You never think it can happen to you."

"Well, it did. And I was protected."

"So this safety rule doesn't seem theoretical any more. It's the most practical thing I can think of."



George Pazder shows shattered lens.

Flag Day at Penn Central

A stiff breeze unfurled the banner as the two men ran it to the top of the pole.

It snapped smartly in the cold, brisk air, the white PC gleaming in sharp contrast to the green background.

Raising the flag were James H. J. Tate, Mayor of Philadelphia, and Stuart T. Saunders, chairman of Penn Central.

The brief ceremony marked the official retirement of the Tuscan red flag with the white keystone insignia of the PRR. It also marked the observance of Penn Central Day, officially proclaimed by Mayor Tate.

"This ceremony," said Mr. Saunders, "is an historic occasion for us, since it represents the successful conclusion of a long and at times frustrating struggle to merge the Pennsylvania and New York Central."

The ceremony took place at 17th Street and John F. Kennedy Boulevard, across the street from the corporate headquarters of the merged company.

"This is a new symbol of service which will, I believe, have tremendous impact on the entire area we serve," Mr. Saunders told the gathering.

The retired PRR banner was turned over to Robert W. Neathery, vice president of the Franklin Institute. It will be

displayed there with other mementoes of railroad history.

While retiring the banner, Mr. Saunders stressed that the merged company will continue cooperating with governmental agencies to improve commuter operations and to promote high speed service between New York and Washington.

He also pledged Penn Central cooperation with agencies, public and private, which are trying to solve the overwhelming problems facing the cities. He said business leaders are giving more attention to matters with broad social implications, such as education, employment opportunities and the quality of city life.

"The best hope for our cities, and indeed for our civilization, lies in a coalition of public and private interests," he said. "This coalition, of course, includes organized labor."

"Penn Central is counting on its railroad union leadership to help us achieve our goals of top-notch service. This is a real incentive, for it will mean increased opportunity and job stability for all employees."

"Likewise, I am sure public officials need and welcome the participation of PRR organized labor in the forces which are being mobilized to solve the social problems of our cities."



Up goes the new Penn Central flag, guided by R. F. Timbers, director of advertising; Stuart T. Saunders, board chairman; and James H. J. Tate, Mayor of Philadelphia.

Inside the bright new PENN STATION

Compact, convenient and comfortable.

Those are the three C's that have guided construction of the new Pennsylvania Station in New York City.

"The whole idea was to consolidate everything as much as possible," says Joseph Valocsik, a member of the PRR engineering group. "This consolidation makes everything more convenient—makes work and travel easier and more comfortable."

For example, passengers don't have to carry their bags in the station. They may check or claim their luggage at the station's front door with the help of a red cap or at the baggage office.

They now take new escalators from the street level to the ticket concourse. Here they find the electronic and reservation bureau all in one area.

A few steps on the same level take them to the train concourse, directly behind the ticket counter. Here they may sit on the benches or browse through the many shops while waiting for their trains.

Here the station master's office is conveniently located. Directly behind this is the crew caller's office with a stairway leading down to the men's locker room and the new YMCA.

Four new air conditioning units with 1500-ton capacity will cool the station in summer for both travelers and workers. A hot air system pro-

vides heat in winter. Modern lighting and the new banks of escalators add comfort.

Demolition and construction have been going on for over four years.

"But the station complex will be finished in a short time," says Mr. Valocsik, "and the public is gradually forgetting the discomfort and inconvenience of the old station."

Medical Secretary Catherine Kelly is already aware of the change. She says, "The new medical examiner's office is more compact, and its layout is 100 per cent better than in the old building."

Usher Arthur Gnecco says his area, the announcer's booth, is all right, too. "My job has gotten a little more complicated," he says, "but all the equipment to inform the public is more readily available for me."

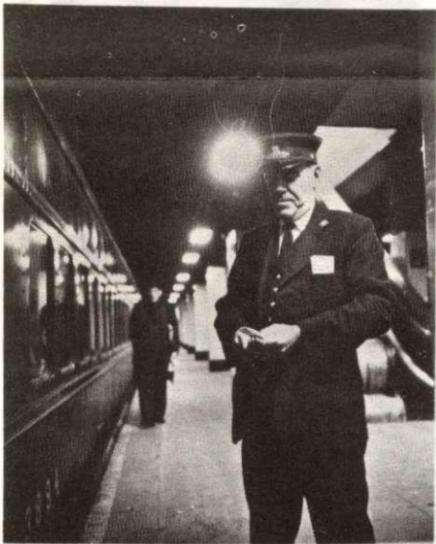
Mr. Gnecco sits in a glass booth overlooking the train concourse. From his seat he can reach the controls for the gate lights, public address system and electronic information boards.

"All these people were accustomed to having more space in the old building," says Mr. Valocsik. "All of the old offices located above street level are now in the two below-ground levels of the new station."

"At the same time we were able to consolidate the offices so that related activities are together. The offices of the superintendent, master mechanic, division engineer, passenger sales, transportation people and the personnel department are now in one area. Others were handled similarly."

Plans for renovation were prepared after structural requirements were determined. Many of the plans were drawn as the work progressed, in order to save time. It is estimated that another year would have been required if this had not been done.

PRR people who worked directly with the architects, engineers and contractors who performed the work were Harry J. McNally, chief engineer; J. M. Kirschner, engineer of construction; J. A. Jorlett, structural engineer, now retired; Joseph Kolton, communications engineer; Kenneth Simpson, office manager and supervisor of expenditures; and James Hickey, Jr., inspector, maintenance of way.



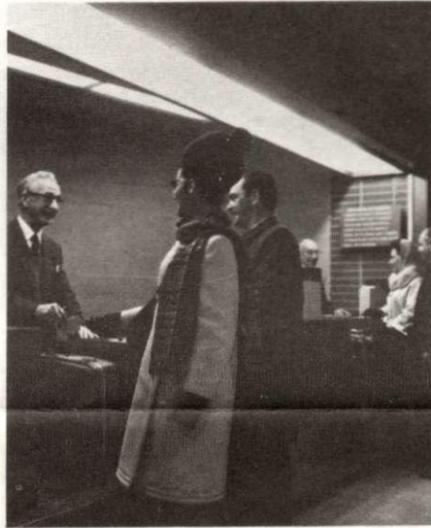
On brightly lighted platform, John F. Masterson gets ready for the passengers.



This huge, efficiently arranged ticket counter is an appropriate greeting to passengers.



Escalators from street lead passengers to ticket counter, topped by giant photo mural.



Conveniently located baggage check room saves needless lugging. Checkmen N. P. Holden and W. P. Fox serve passengers.



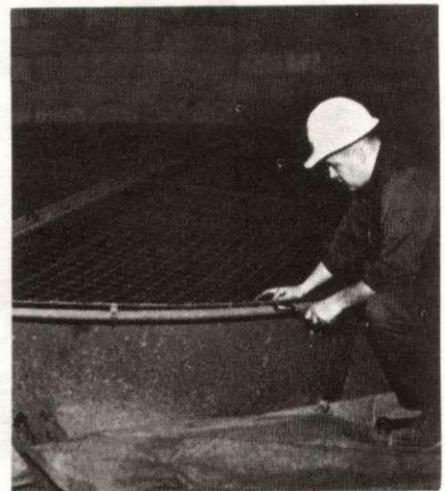
New direct wire to hotels enables passengers to make reservations promptly.

The new station was built as the old station was demolished. And through it all, services were maintained for approximately 250,000 travelers and visitors using the station daily.

A total of 650 trains moved through the terminal daily despite the work. At no time were more than two of the 21 tracks out of service for installation of the foundation and steel columns that support Madison Square Garden and the new 29-story office building above ground.

The most dramatic change in the station is the new brightly lighted ceiling. The old one was murky and 130 feet high. It was left in place until the new street-level slab, the roof of the new station, was constructed.

For a while, the station had two roofs. But finally the old one came down, along with the rest of the sta-



R. D. Fitzpatrick checks one of the four 12-foot exhaust fans that remove about 265,000 cubic feet of air every minute.



Signalman Walter D. McKeon adjusts one of the clocks on the train exit level.

tion building, and work was started on construction of the above-ground Garden and office building.

"It was like a giant game of checkers," says Mr. Valocsik. "We had to detour travelers around the work and in some cases move PRR offices and personnel two or three times before they were finally settled in new quarters."

Aside from the supports for the above-ground structures, major renovations were not required on the track level.

However, the area was dressed up with new lighting and the platforms were painted in keeping with the modern design of the new station.

New offices and locker rooms were constructed for most of the PRR personnel. They are located on the exit

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concourse level.

The new YMCA also is located here, near 8th Avenue, as well as the new police office. Ticket receiver and the dining car section greatly expanded to accommodate the new Metroliner service.

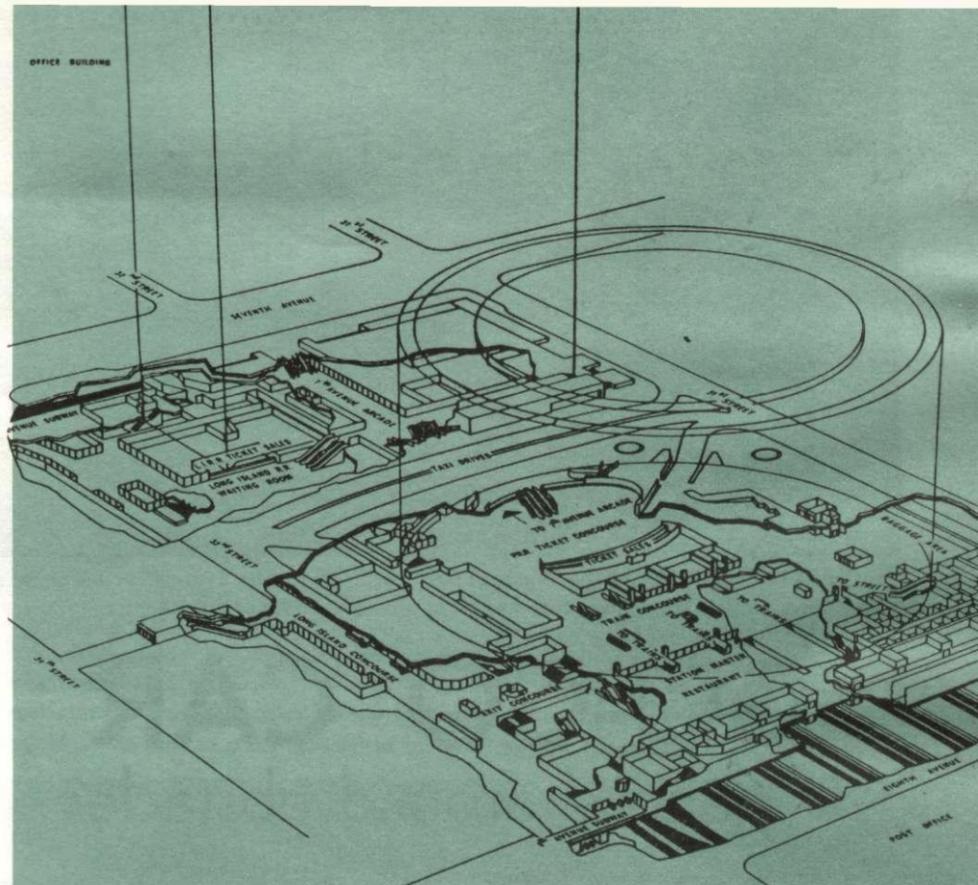
In addition, this entire concourse has been given a face lifting. New lighting, terrazzo floor and acoustical tile ceiling were installed.

In addition to the reconstruction in the ticket and train concourses, a new arcade has been constructed in place of the former baggage and mail truck loading dock area. This permits travelers to go from the ticket concourse to the main exit on Seventh Avenue.

There are entrances and exits with escalators to all four surrounding streets, as well as ramps to the subway system and interior entrances to Madison Square Garden and the new office building. All are connected to the concourses, which in turn are connected to stairways leading to track level.



Kenneth Simpson, office manager, and H. J. McNally, chief engineer, go over one of the 65,000 drawings used in the project.



Drawing shows Penn Station, which is all below street level. Above, in outline, are the new circular Madison Square Garden, and, at left, the new commercial office building.

The Eagles Return



Before eagle is lifted from truck, padding is applied to prevent any damage.



Big crane lifts the 5700-pound Pennsy eagle for its brief air-borne journey.



Workmen ease it into place on its new pedestal, a new landmark for New York.

No, this isn't a sports or mystery story or even a Western.

This is the saga of one of the most impressive bird migrations in history.

It all started four years ago when a flock of 14 granite eagles were routed from their roosts atop Pennsylvania Station, New York, as wrecking crews tore down the old building.

It ended when two of the giant birds recently returned. With wings spread, they now keep an eagle-eye on the entrance to the new Pennsylvania Station, the new Madison Square Garden and the new 29-story office building.

These two are all that remain of the original flock. The others have gone to new homes throughout the United States.

When the eagles were displaced, requests for them came from hundreds of communities, schools, institutions, organizations and individuals, as far away as California, Florida and Puerto Rico.

An adoption committee of PRR officials was set up to screen all requests and determine where it would be most appropriate to place the eagles.

Many would-be eagle owners lost interest when they learned what they had requested. Each eagle stands five feet four inches high and weighs 5,700 pounds.

New homes were finally chosen. The first eagle went to Cooper Union for the Advancement of Science and Art in New York, where Adolph A. Weinman, the man who sculptured the eagles between 1908 and 1910, had studied.

Another went to the National Zoological Park of the Smithsonian Institution, Washington, D. C. It is exhibited there as an outstanding portrayal of the proud, swift bird that is the national emblem.

Four were given to Philadelphia's Fairmount Park Commission. They now stand at the corners of the Market Street Bridge over the Schuylkill River, close to Penn Central's 30th Street Station.

Two guard the entrance to O'Hara Gymnasium of the U. S. Merchant Marine Academy at Kings Point, Long Island.

One keeps vigil over the Long Island Rail Road station at Hicksville.

One rests on a pedestal at Valley Forge Military Academy, near where George Washington's troops spent the bitter winter of 1777-1778.

Another went to Vinalhaven, Me.,



This eagle and another now keep guard at plaza between entrances to new Penn Station, new Madison Square Garden, and new 29-story office building (rear).

near the world-famous granite quarries. The twelfth eagle was placed at the Hampden-Sydney College in Virginia.

The remaining two had to wait till completion of the mall at the Penn Station area in New York. During this period, they "boarded" at the Plasticrete Company, in Hamden, Conn., where they were accumulated of more than 50 years' accumulation of grime.

Then they were sent, sparkling white, to their new perches.



"GRANDPA PUNCHED TICKETS FOR 40 YEARS AND SAVED ALL THE PUNCHES."

Y'all come and hear Mr. Wilson

It's a treat to beat your feet to the music of Mr. Wilson.

In the Cleveland area, he keeps feet beating almost all the time. Hulen Wilson plays a five-string banjo.

He's a western and country music star who makes frequent appearances on television there, and radio stations "play my records all the time," he says.

He does all this in his spare time. His full-time job is as a freight conductor on the Penn Central.

Mr. Wilson has a live radio program that goes on every two weeks on WSLR in Cleveland, Ohio. He has cut six records and has an album in the works.

Some of his better known works are *Grandfather's Clock*, *Home Sweet Home* and the *Long Black Veil*.

"I play all over," he says, "as far as I can go on my days off and still get back for my railroad job."

Mr. Wilson didn't start playing the banjo professionally until about eight years ago.

"I met some banjo players from the Grand Old Opry in Nashville," he explains. "They were playing a theater in Cleveland and I worked with them. After that, I worked with them as much as I could and then started by myself."

Since then he's played with such country and western music personalities as Lester Flatt and Earl Struggs (who play the Beverly Hillbillies TV show), Jim and Jessie (the Virginia Boys), and Carl and Pearl Butler.

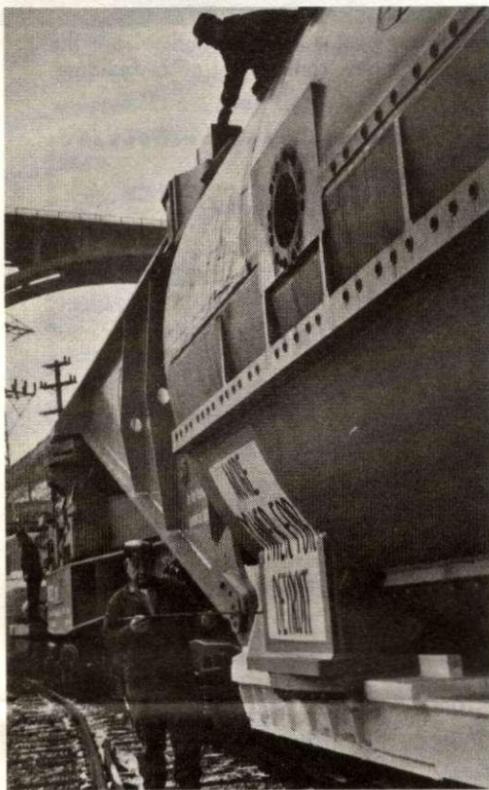




The novel car comes out of the Westinghouse plant. The white cylinder in the middle is the load, which sits between the ends of the car and becomes part of the car.

GO-GO CAR

It 'dances' around obstacles



Albert D. Ault and Freeman W. Mason, car inspectors at East Pittsburgh, measure the giant load, a 660,000-lb. generator.

Now meet a freight car that can wiggle in the middle.

In view of this unusual ability, some people think it ought to be called the Go-Go Car.

Others, taking note of its huge size and capacity, want to call it the Whopper Car.

Some railroaders who handled it recently called it the Monster.

Its official name: WECX 101.

There's nothing to match it anywhere on the rails.

The car was built for the Westinghouse Electric Corporation by the McDowell-Wellman Engineering Company of Cleveland, Ohio.

The car made its maiden voyage recently on the Penn Central, carrying a Westinghouse generator weighing 660,000 pounds.

This was probably the heaviest load Penn Central men ever handled on a single car.

"This new freight car is a giant step forward in railroad technology," declared Glenn D. Graff, Penn Central assistant engineer of clearances, who rode with the car on its first trip.

"This means we can now haul certain loads that formerly had to be ruled out because of size.

He's all by himself

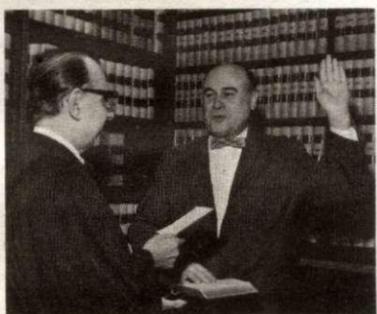
Robert Racoosin feels a lot like the lonesome end that Army had on its football team a few years back.

He's Aston Township's lonesome commissioner.

Mr. Racoosin, a Penn Central trainman, is the only Democrat on the seven-man Board of Commissioners that govern this municipality in southeastern Pennsylvania. He was sworn in by Judge Joseph W. de Furia (photo).

When Cadet William S. Carpenter, Jr., played on the Army team, he rarely came into the huddle. He stayed out in the flat, apparently ignored by the rest of the team, until the play.

Commissioner Racoosin says he doesn't expect to go to a lot of huddles called by the majority members of the Commission. He explains that his only



municipal appointment was as a member of the governing body's Sanitation Committee.

"That's politics and I expect it," he says. "But it leaves me time to develop programs to improve the community and to win support for them."

"Aston is an old farm township that started to grow in the past several years," Mr. Racoosin says. "As a matter of fact, we still have a fair-sized horse population."

He moved to the township five years ago and became involved politically about three years later.

"I'm 50," he says, "but for an old man I have a young family. Because of this, I'm active in school and civic affairs. I went into politics because I'm interested in my community and the surroundings in which my children will develop."

The new commissioner says that although he's a Democrat, the label isn't too significant on the local level.

"You have to communicate with the people," he says, "and work for what is best for the township. I'd like to take politics out of the government as much as possible and do things just on the basis of merit."



Penn Central's G. D. Graff signals as car moves through exit at Westinghouse.

"For Westinghouse, it means the ability to build bigger and heavier generators and ship them, in most cases, all in one piece.

"If more cars of this kind are built by industry, we're going to see a new dimension in transportation."

The new car has a capacity of 1,046,000 pounds, far beyond the limit of any other freight car. But that's only the start of its distinctions, says Mr. Graff:

"The car, traveling empty, is 119 feet long. But it's made up of two separate sections, which can be unbolted and spread apart, making a car 159 feet long.

"The load is suspended between the two sections, partially supported by a pair of steel girders. The load becomes, in a sense, part of the car."

Mr. Graff, a stocky, russet-haired man with 17 years of PRR service, kept close watch on the car's performance during its trip from East Pittsburgh, Pa., to Toledo, Ohio. From there it traveled other railroads to Detroit Edison Company at St. Clair, Mich.

"The first clearance obstacle was at the very start of the trip," Mr. Graff said. "The plant fence and gatepost were situated so they would graze the load.

"No problem.

"An employe operated a hydraulic load-shifting device built onto the car. This can move the load sideways as much as 14 inches in one minute.

"In this case, only an 8-inch movement was necessary to get through the gate. Then the load was moved back in place and we proceeded."

Another obstacle waited on the East Pittsburgh Branch. A bridge over Thomson's Run has girders extending above the rail. The generator wouldn't clear.

"Again, no problem," said Mr. Graff.

"The hydraulic system was used to raise the load 12 inches, as if on an elevator. That cleared the bridge girders.

"This is what's being called the 'wiggle' feature of the car, enabling it to move a load over, under and around obstructions.

"Another benefit of the car is that it can carry a generator only 6 inches above the rails, and this eliminates



Conductor R. F. Watkins calls the tower for permission to cross the main track.



This is the "wiggle" device. An employe operates a hydraulic motor, built into the car, to shift the load four inches, and thus sidestep a clearance problem.



Engineman Michael E. Linta couples on his diesel to take car to Conway.

many overhead clearance problems."

The generator moved in a special train, consisting of an 1800-horsepower diesel, an empty flatcar, an empty gondola, the WECX-101 car, and a cabin car. The empty cars served as "spacers," to spread out the heavy loaded car and the locomotive, and put less stress on bridges.

At destination, after the generator was unloaded, the two halves of the car were pushed together, bolted in place, and returned to Westinghouse.

Studies for the design of this car began several years ago. A PRR committee was appointed to serve in an advisory capacity to Westinghouse and the builder and inform them of railroad requirements. Mr. Graff was the chairman. The other members were Wilson T. Hammond, engineer of standards; Wayne F. Bugg, assistant manager, mechanical engineering; and Lee P. Kettren, supervisor of clearances.

Westinghouse already had two cars in service with the expansion feature, in which the load becomes an integral part of the car. The capacities of these cars are 500,000 pounds and 750,000 pounds respectively.

Westinghouse had to plan ahead for bigger and heavier loads, as electric utility companies made plans to build generating stations of vastly increased output.

"All this shows the great potential of rail transportation," said Mr. Graff. "I think we can expect to see still bigger and heavier loads coming our way—a challenge we eagerly look forward to meeting."



After the load is removed, the two ends of the car are shoved together and bolted, and this is how it travels.

Merging the railroad on a COLD DAY AT BUFFALO

Said a Penn Central trackman, formerly a New York Central man:

"Let's show those Pennsy guys how to lay track."

Said another trackman, who formerly was a PRR man:

"These Central men can learn a lot from us."

Clair B. Sweigart, track supervisor, laughed. "They're still not used to being on the same team," he said.

"It'll take a little time for them to realize they're all Penn Central men, no matter what the name of their former company.

"Still, a little good-natured rivalry never hurt."

Supervisor Sweigart, a former PRR man, was standing on a snow-covered hill beside the tracks at Blasdell, N.Y., five miles south of Buffalo.

The thermometer registered a fat zero. The wind was a blistering 25 miles per hour.

Trackman Earl W. Johnson (formerly PRR) summarized the situation: "Man, it's cold."

The men were building a new 1130-foot track to connect the former PRR's West Seneca Branch and the former NYC's Gardenville Branch.

This connection will make it possible to improve freight operations. Freight trains will be able to run between the former NYC's Seneca Yard and the former PRR's main line, which lies about 3½ miles north of the new connection.



General Foreman J. C. Slichta, formerly PRR, now Penn Central, measures rails.

The new track was laid by a gang of former PRR men working from one end and a gang of former New York Central men working from the other.

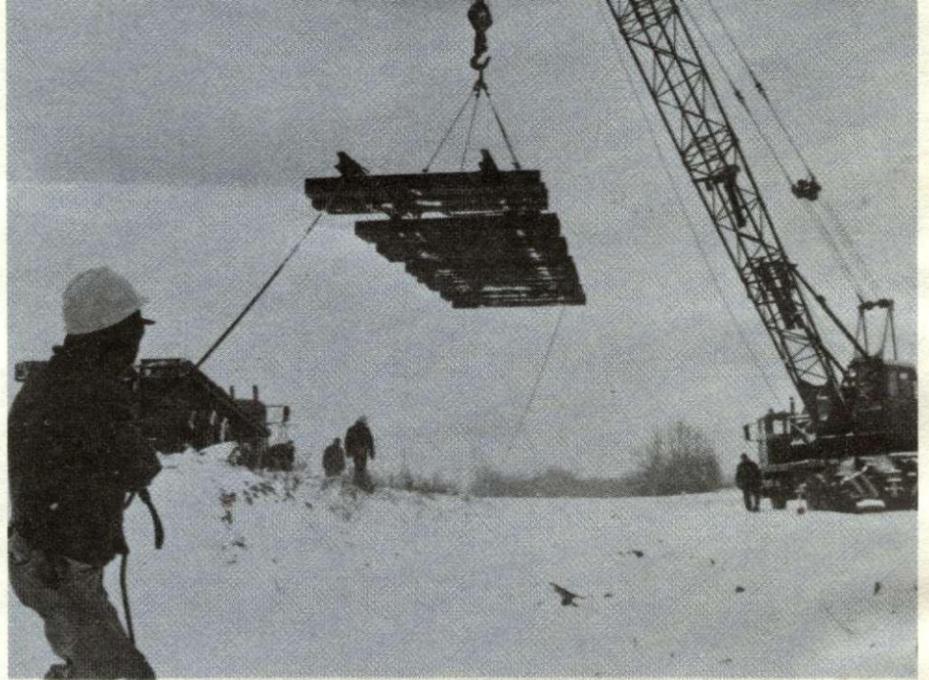
"Both gangs are doing a good fast job," said Track Supervisor Frank J. Sobotniak, a former Central man.

"The track panels are a big help." Track panels are pre-fabricated sections of track, with the rails already spiked to the cross-ties. They were brought by rail to Ebenezer Yard, Buffalo, then delivered to the work site on flat-bed trailers. They came in two sizes, 27 and 35 feet long.

A crane placed each panel on the road bed. Then the men "bumped" it—that is, they pounded one rail of each panel so that it stuck out about 18 feet beyond the other rail. This is done to stagger the rail joints. If rail joints were side by side, the rails and the car wheels would take a harder beating.

After the panels were in place, ballast was poured in. Then the track was raised, tamped and aligned.

Scheduled for completion on March 15, the new connection is another link tying the Central and the PRR into a single system.



Trackman Catareno Gonzales, former PRR man, guides a pre-built track panel to road-bed. This was part of a fast project to build a new link between PRR and NYC tracks.



At another part of the project, former Central men—Edward Krygier, Frank Kusmierl and Steve Buell—set one of the track panels in place for the new track connection.



Another tie is needed, and Steve Buell, J. Kemp and 2 other former New York Central men hustle it along through the snow.



Victor Tumszak, former Central man, tightens splice bar linking two track panels.



Here's a snowbird's-eye view of the work area. The PRR tracks are on the right, the Central tracks are on the left, and the new connection angles between them.

When the train was delayed

After a visit in Latrobe, Pa., Mrs. Mary M. Browning was returning to her home in St. Petersburg, Fla. But the train was delayed by a derailment at Huntingdon, Pa. She arrived at Baltimore too late to make any of the Florida trains, and found she'd have to stay overnight.

This was a very unpromising situation in which to make a friend for Penn Central. But Mrs. E. M. Logue, chief clerk at Baltimore station, did it—by courtesy and kindness.

"She immediately called several hotels for comfortable accommodations," Mrs. Browning wrote afterward. "She came out to the taxicab dispatcher to have a reliable driver take me to the hotel.

"This courteous treatment was appreciated, and I did wish you to know that Mrs. Logue is a very efficient employee."

The Fresh Air Fund is a charitable organization that gives summer vacations to thousands of New York's underprivileged children. The Railroad plays a key role in transporting the children. A recent letter from the Fund's transportation manager, George C. Neues, thanked railroaders for helping make this summer "a very successful season."

"We had our problems with hot cars, shortage of water, and principally the late operation of Train 50," Mr. Neues wrote.

"But that is all forgotten when weighed against the good side of the ledger.

"The train crews were exceptionally helpful, and it is hoped that word will be put in your magazine so that they know of our appreciation."

Mr. Neues praised the staff of **George B. Keegan**, station mas-

ter at Penn Station, New York, for "an outstanding job under adverse conditions" (the station was being rebuilt).

And he described as "most cooperative," the staff at Window 10, which handles special movements: Supervisor **Ralph Smith** and Ticket Sellers **Ted Blaise**, **Fred Holl**, **George Condon** and **Harold Kuhn**.

Emerson J. Ruffin, sleeping car attendant, was doing no more than his job when he took care of passengers on a recent trip on a Penn Central train out of Chicago.

But the manner in which he did it made the big difference to passengers.

"The eagerness and cheerfulness with which he carried out his duties was most exhilarating," a passenger wrote.

"His sincere manner made the passengers feel really welcome."

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