

THE PENNSYLVANIA RAILROAD



BOARD OF DIRECTORS

INSPECTION TRIP

NOVEMBER 1955

RETURN TO -

C. J. HENRY

ROOM 1640

6 PENN CENTER PLAZA

OFFICE COPY

PENNSYLVANIA RAILROAD
BOARD OF DIRECTORS INSPECTION TRIP
NOVEMBER 21, 22 AND 23, 1955

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SCHEDULE OF INSPECTION TRIP

PHILADELPHIA REGION

Monday, November 21st, 1955

	EASTERN TIME	MILES
Lv. Philadelphia (Pennsylvania Station—30th St.) (Stairway 1, Track 2)	8:30 P.M.	
Lv. Paoli	9:00 P.M.	18.9
Ar. Harrisburg	10:20 P.M.	83.5
(Change from Electric to Diesel Power)		
Lv. Harrisburg	10:33 P.M.	

PITTSBURGH REGION

Tuesday, November 22nd, 1955

Ar. Altoona (Change Crews)	12:51 A.M.	130.8
Lv. Altoona	12:58 A.M.	
Ar. Pittsburgh (Change Crews)	3:25 A.M.	113.8
Lv. Pittsburgh	3:33 A.M.	

BUCKEYE REGION

Ar. Columbus (Change Crews)	7:30 A.M.	190.7
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BREAKFAST—COLUMBUS ATHLETIC CLUB

Lv. Columbus	9:30 A.M.	
Pass Xenia	10:25 A.M.	54.7
Ar. Cincinnati (Change Crews)	12:00 Noon	70.4

LUNCHEON—QUEEN CITY CLUB

Lv. Cincinnati	3:30 P.M.	
Ar. Richmond (Change Crews)	5:05 P.M.	74.6

CENTRAL TIME

Lv. Richmond	4:09 P.M.	
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SOUTHWESTERN REGION

Ar. Indianapolis (Change Crews)	5:20 P.M.	68.2
		805.6

DINNER—COLUMBIA CLUB

SCHEDULE OF INSPECTION TRIP

	CENTRAL TIME	MILES
Lv. Indianapolis.....	11:00 P.M.	

BUCKEYE REGION

Wednesday, November 23rd, 1955

Ar. Richmond.....	12:05 A.M.	68.2
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EASTERN TIME

Lv. Richmond.....	1:09 A.M.	
Pass Dayton.....	1:59 A.M.	41.5
Ar. Columbus (Change Crews).....	3:30 A.M.	70.7
Lv. Columbus.....	3:38 A.M.	

PITTSBURGH REGION

Ar. Mingo Junction (Change Crews).....	6:25 A.M.	144.4
Lv. Mingo Junction.....	6:30 A.M.	
Pass Yellow Creek.....	7:12 A.M.	20.2

BREAKFAST—EN ROUTE

Pass Rochester.....	7:44 A.M.	25.3
Ar. Conway Yard (Change Crews).....	7:55 A.M.	2.5

INSPECT NEW FACILITIES AND OBSERVE OPERATIONS

Lv. Conway Yard.....	9:25 A.M.	
Ar. Pittsburgh (Change Crews).....	10:00 A.M.	23.4

BOARD MEETING—PENNSYLVANIA STATION BUILDING

LUNCHEON

Lv. Pittsburgh.....	1:45 P.M.	
Pass Gallitzin.....	3:47 P.M.	104.9
Ar. "WYE" (Change Crews).....	4:50 P.M.	16.1
Lv. "WYE".....	4:55 P.M.	
Ar. Samuel Rea Shop.....	5:01 P.M.	2.2

INSPECT NEW FACILITIES

Lv. Samuel Rea Shop.....	5:30 P.M.	
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DINNER—EN ROUTE

PHILADELPHIA REGION

Ar. Harrisburg (Change Crews).....	8:26 P.M.	133.5
Lv. Harrisburg.....	8:34 P.M.	
Stop Paoli.....	9:50 P.M.	83.5
Stop Haverford.....	10:03 P.M.	10.7
Ar. Philadelphia (Pennsylvania Station— 30th Street).....	10:28 P.M.	8.2

755.3

Total Mileage—1560.9 Miles

BOARD OF DIRECTORS

MARTIN W. CLEMENT.....	Philadelphia
RICHARD K. MELLON.....	Pittsburgh
ROBERT T. McCracken.....	Philadelphia
C. JARED INGERSOLL.....	Philadelphia
LEONARD T. BEALE.....	Philadelphia
JAMES E. GOWEN.....	Philadelphia
PHILIP R. CLARKE.....	Chicago
ISAAC W. ROBERTS.....	Philadelphia
HARRY B. HIGGINS.....	Pittsburgh
JOHN A. DIEMAND.....	Philadelphia
JOHN B. HOLLISTER.....	Cincinnati
LAMMOT duP. COPELAND.....	Wilmington
DONALD DANFORTH.....	St. Louis
WALTER S. FRANKLIN.....	Philadelphia
JAMES M. SYMES.....	Philadelphia
FRED CARPI.....	Philadelphia
DAVID C. BEVAN.....	Philadelphia
JAMES P. NEWELL.....	Philadelphia

OFFICERS MAKING ENTIRE TRIP

J. M. SYMES President

PRESIDENT'S STAFF

J. P. NEWELL Vice President

FRED CARPI Vice President,
Freight Sales and Services

DAVID C. BEVAN Vice President, Finance

W. W. PATCHELL Vice President,
Research and Development

J. B. JONES Vice President,
Passenger Sales and Services

J. C. WHITE Vice President, Purchases,
Stores and Insurance

J. B. PRIZER Vice President
and General Counsel

R. C. CHAMPLIN Vice President,
Public Relations

J. W. ORAM Vice President, Personnel

J. A. APPLETON Vice President, Pittsburgh

J. L. CRANWELL Vice President, New York

F. J. McCARTHY Vice President, Washington

B. H. ROBERTS Secretary

H. J. WARD Comptroller

J. W. EWALT Director, Real Estate

SYSTEM OFFICERS

A. J. GREENOUGH Vice President, Transportation
and Maintenance

J. D. MORRIS General Manager,
Transportation

H. T. COVER Asst. Vice President and
Chief Mechanical Officer

S. R. HURSH Chief Engineer

OFFICERS MAKING ENTIRE TRIP

SYSTEM OFFICERS (Continued)

- L. E. GINGERICH Asst. Chief Engineer,
Maintenance
- H. L. NANCARROW Asst. Vice President,
Freight Sales and Services
- H. W. LARGE Asst. Vice President,
Freight Sales and Services
- W. W. FINLEY, JR. Manager,
Freight Traffic Research
- R. W. GRIGG General Manager,
Industrial Development
- W. P. STUART General Manager,
Coal Traffic Sales
- P. D. FOX Asst. Vice President, Finance
- W. R. GERSTNECKER Treasurer
- J. J. CLUTZ Manager,
Research and Development
- J. W. LEONARD Manager,
Passenger Train Service
- E. R. COMER General Passenger Manager
- S. N. PHELPS Manager, Dining Car Service
- W. R. ELSEY Asst. Vice President, Purchases,
Stores and Insurance
- J. S. FAIR, JR. General Purchasing Agent
- G. W. KNIGHT Director, Labor Relations
- D. L. GLENN Medical Director
- R. J. LITTLEFIELD Manager, Property Taxes

COMMENTARY ON POINTS OF INTEREST EN ROUTE

COLUMBUS, Ohio

State capital and county seat of Franklin County, Columbus is Ohio's third largest city, with a 1950 population of 375,901. Situated at the confluence of the Scioto and Olentangy Rivers, Columbus is near the geographic center of the state. It is served by five railroads. During the twelve month period ending July 31, 1955 the Pennsylvania's gross freight revenue was \$16,111,193 and gross passenger revenue was \$2,033,373. It is the home of the Ohio State University, Capital University, Franklin University and the College of St. Mary of the Springs. The Battelle Memorial Institute, located here, is one of the largest independent research institutions in the country.

The city was founded as the state capital in 1812 and grew rapidly. The opening of a feeder canal with the Ohio and Erie Canal in 1831, and the construction of the National Road in 1833, soon made it a shipping and transportation center. The first railroad, constructed in 1850, is now a part of the Pennsylvania System. By 1872, five railroads were operating into the city.

The Ohio State Capitol, occupying a whole square in the heart of downtown Columbus, is an outstanding example of Doric architecture.

After the disastrous flood of the Scioto River in 1913, steps were taken to improve and beautify the banks of this river. The Civic Center located here includes the City Hall, the Ohio State Office Building, the U. S. Post Office and Court House, and the building housing the municipal courts and offices of police and fire departments.

The skyline of Columbus is dominated by the Le Veque Lincoln Tower, originally completed in 1927 as the American Insurance Union Citadel. Many of the 47 floors are occupied by the Deshler Hilton Hotel which adjoins it and office suites are located on the upper floors.



COLUMBUS, OHIO

The main line of the Pennsylvania Railroad to Indianapolis crosses the Scioto River on the bridge visible behind the 555.5 feet high Le Veque-Lincoln Tower. In the center foreground are the Ohio State Capitol Building, and its annex.

The campus of the Ohio State University comprises 2,334 acres and has more than 70 buildings. Started in 1873 as the Ohio Agricultural and Mechanical College, it has over 22,000 students and is the fifth largest university in the nation. The Stadium with a capacity of 63,000 is the scene of many great football classics of the country.

Fort Hayes, which can be seen to the south of the tracks entering Columbus from the east, is the headquarters of the Fifth Corps Area, U. S. Army. It contains 77 acres and dates back to 1863. The Columbus General Depot of the U. S. Army, also visible from the train at the east of the city, comprises 225 acres. Columbus has over 800 manufacturing concerns, producing such things as airplanes, foundry and machine shop products, meat and food products, shoes, railroad cars, auto parts, machinery, and oil cloth. Visible from the south of the train at the western edge of the city en route to Cincinnati is the new Westinghouse plant. (See photograph.) This is one of the largest manufacturing plants under one roof in the country.

Columbus is a major freight terminal on our railroad. Through the terminal we interchange freight cars with the N.Y.C., the B.&O., the C.&O., and N.&W. railroads. During the lake shipping season, the movement of coal to the port of Sandusky, Ohio is extensive. 134,440 cars moved in 1954, originating principally on the N.&W., C.&O., L.&N. railroads. All-rail coal for the U. S. Steel Corporation at Gary, Indiana, approximately 125 cars daily, is received in interchange from the N.&W. Railway.

P.R.R. TrucTrain service was inaugurated at Columbus September 26, 1955.

Columbus is three or four cities in one in terms of its people. Being the state capital it has its political aspect at the state buildings and adjacent smoke filled hotel rooms, the educational spirit pervades the North Side in the vicinity of Ohio State, the commercial and industrial life goes on in the downtown business section and manufacturing sites on the South Side and along the railroads to the east and west, and to a smaller extent the military community of Fort Hayes leads a colorful life of its own.

LONDON, Ohio

Population 5,222. County seat of Madison County. Established in 1811 and incorporated in 1831 it is the center of a rich farming area. While the stockyards were once more important than today, small sales are still held. Steel, wool, tile, and metal products are made and several magazines are printed here. Annual P.R.R. revenue is approximately \$186,000.



COLUMBUS, OHIO

WESTINGHOUSE ELECTRIC CORPORATION

Six (6) miles of sidings serve this plant which covers 37 Acres, with over 2,000,000 square feet of floor space. Designed to produce 4,000 units of major electrical appliances per day on two-shift operation. Presently employs 5,200 persons, with peak employment of 7,000.

SOUTH CHARLESTON, Ohio

An important interchange point with the D.T.&I.R.R. It is one of the smallest towns in the country (Population 1,452) with a city manager form of government. P.R.R. gross revenue approximates \$194,000 per year. One through freight train between Detroit and Cincinnati operates daily in conjunction with the D.T.&I.R.R., principally handling automotive traffic.

XENIA, Ohio

Population 12,877, is the county seat of Greene County and lies in a flat stretch of land three miles east of the Little Miami River. Although the center of a farming community it is also one of the largest producers of rope and twine in the nation. Here the main line to Dayton, Indianapolis and St. Louis can be seen turning west on the north side of the station. A branch runs north to Springfield. For the 12 months ending July 31, 1955 the Pennsylvania's gross freight revenue was \$899,793 and gross passenger revenue was \$59,344.

MORROW, Ohio

Morrow, with a population of 1,135, is the junction with the Morrow Secondary Track running east to Lancaster and Zanesville. The town was settled in 1884 and named for Jeremiah Morrow, an early governor of Ohio. It lies on the low flood plain of the Little Miami River.

MIDDLETOWN JUNCTION, Ohio

The population of Middletown—14 miles away—is 42,500. The Middletown Branch serves the City of Middletown and its industries, notably the American Rolling Mills. Traffic is 160 to 200 cars daily. 1954 gross revenue was \$8,121,259.

LOVELAND, Ohio

Population 2,149. Here the main line of the B.&O. from Washington to Cincinnati and St. Louis is crossed and traffic is interchanged. Annual P.R.R. revenue is about \$88,000.

CLARE, Ohio

Crossing of the main line of Norfolk and Western Railway, and an interchange point with that road averaging 150 cars per day.

RED BANK, Ohio

The passenger track goes to the right en route to Norwood and Cincinnati Union Terminal—the double track continuing to Undercliff Yard, our major freight yard in Cincinnati, with a capacity of 2,961 cars. The P.R.R. TrucTrain terminal serving the Cincinnati area was placed in service at this point March 1, 1955.

NORWOOD, Ohio

With a population of 35,001 it is almost completely surrounded by the city of Cincinnati. Originally known as Sharpsburg for John Sharp, an early settler, it was named Norwood in 1888. The construction of the Cincinnati, Lebanon and Northern R.R. (now P.R.R.) brought new residents. Industry followed and today laundry machinery, tools, office furniture, shoes and railroad equipment are produced here. The United States Playing Card Co. is the largest producer of playing cards and poker chips. The Company maintains the Playing Card Museum showing development of this pastime.

Leaving Norwood station, our passenger trains use the tracks of the Baltimore and Ohio Railroad for 9 miles to Cincinnati Union Terminal.

CINCINNATI, Ohio

Called by Henry Longfellow "The Queen City of the West", Cincinnati is located on a series of plateaus rising from the Ohio River and surrounded by rugged hills. The second largest city in Ohio, its 1950 population was 503,998. It has been governed by a city manager since 1925.

Pennsylvania gross freight revenue for twelve months ending July 31, 1955 was \$21,586,167 while passenger gross revenue for the same period was \$1,044,968.

Cincinnati's development and much of its present commerce is tied to the Ohio River. The first settlement was named Losantiville. When General Arthur St. Clair, Governor of Northwest Territory came in 1790, he changed the name to Cincinnati in honor of the Revolutionary Officers Society—The Society of Cincinnati. In 1811 the first paddle wheel steamboat came down the river. Cincinnati soon became the largest city in Ohio at the time, and occupied itself with trade and boat building. The completion of the Miami and Erie Canal in 1825 meant that agricultural products brought in from upstate could be processed and shipped from Cincinnati. The plantation owners of the South found it cheaper to buy Ohio produce and ship it down the river rather than to use their own valuable cotton lands for subsistence agriculture. The first railroad was completed to Springfield



CINCINNATI, OHIO

The Broadway Yard of the Pennsylvania Railroad, with public team tracks, is in the right foreground of this downtown skyline view from the Kentucky side of the Ohio River. The Pennsylvania Railroad's spur track, serving some of the waterfront industries, is in the bed of Water Street, parallel to the river, in the rear of the automobile parking area in the foreground.

In front of the Carew Tower (1) can be seen the Dixie Terminal Building (2) where are located the Pennsylvania Railroad District Sales Manager, Supervisor of Coal Sales, Passenger Manager, and City Ticket Office. To the left of the Carew Tower is the Union Central Building (3), while to the right of it are the First National Bank (4), the Cincinnati Gas and Electric Co. (5), and the Bell Telephone Company Building (6).

in 1846, and with the advent of this transportation, the picture changed. Commerce moved to Chicago by rail. River trade was further impaired by the depression of 1860 and by the Civil War. World War I and canalization of the Ohio River in the 1920's brought back prosperity to Cincinnati, although the river commerce is not the same as in earlier years. Today its heavy goods move in steel barges and the packet boats are gone. The hardship of the great depression was less severe because of river trade.

The train will arrive and depart from the Cincinnati Union Terminal, one of the great railroad stations of the world. Completed at a cost of \$43,000,000 in 1933 the station comprises 22 separate buildings. There are 20 tracks and facilities for 30,000 passengers daily. It is operated by the Cincinnati Union Terminal Company and controlled by the seven tenant railroads.

The Carew Tower is the most prominent building in the skyline of Cincinnati. Located at Fifth and Vine Streets, this 48 story building houses offices, the Netherland Plaza Hotel, Madley & Carew Department Store and a modern garage. The Observation Tower provides a magnificent panorama of the city. Fountain Square is the heart of downtown Cincinnati. The Tyler-Davidson Fountain in the center was cast in Germany of condemned Danish cannon and is topped by the bronze figure "Spirit of Water". Surrounded as it is by hills, Cincinnati is proud of the majestic views of the river and the city.

In the field of education the University of Cincinnati has over 13,000 students and dates back to 1858. Other schools are Xavier University, Hebrew Union College and Our Lady of Cincinnati College.

Cincinnati is a diversified manufacturing center and ranks among the foremost manufacturing cities of the country. Actually it is the leading machine tool center of the world. There are 30 industrial firms manufacturing machine tools and they produce 16% of the total value of all production of machine tools in the country. All in all, there are approximately 1,600 industrial firms served by rail in Cincinnati, and the production total valuation is approximately 10 Billion Dollars.

About 3 million tons of coal enter Cincinnati by barge each year. From 30 to 35 million tons of coal pass through Cincinnati each year by rail.

Cincinnati is the headquarters of the Buckeye Region of the Pennsylvania Railroad.

NORWOOD, Ohio

Departing Norwood, the train enters west wye track to the Richmond Branch, a single main track with C.T.C. operation.

READING, Ohio

A rapidly growing industrial area, its population in 1950 was 7,836 but is now estimated at 13,000. Named for Redingbo, William Penn's son-in-law, it was originally named Vorheestown for its founder Adam Vorhees who laid it out in 1798. Its manufactures are lithographs, fireworks, beer, matches and chemicals. Annual P.R.R. revenue is in excess of \$4,000,000.

About three miles north of Reading, the Ford Motor Company has acquired 200 acres for a new transmission plant. Construction will start in the near future.

SHARONVILLE, Ohio

Although a small community with a population of 1,318, it contributes nearly \$500,000 annually to the P.R.R. gross revenue. Industries include a U. S. Army Depot, The Valley Asphalt Company, MacCleod Company, Continental Mineral Company, and American Locomotive Company.

HAMILTON, Ohio

A manufacturing city of 57,951 and county seat of Butler County, it received its name from Fort Hamilton constructed in 1791 as protection against Indian raids.

The Miami and Erie Canal, completed in 1827, ran to the east of the city but shipping was brought in by means of a wharf basin. The first railroad came through the city in 1851.

Among its various manufactures are diesel engines, woolens, automobile parts, stoves, safes, and coated paper. The Herring Hall Marvin Safe Company and Mosler Safe Company make over half of the safes and bank vaults in the world.

The P.R.R. has trackage rights over the B.&O. between Old River Junction and New River Junction.

The Pennsylvania gross freight revenue for the 12 months ending July 31, 1955 was \$1,798,716 and gross passenger revenue for the same period was \$135,732.

RICHMOND, Indiana

County seat of Wayne County it is an important junction point on the P.R.R. Lines from Indianapolis, Logansport, Fort Wayne, Cincinnati and Columbus intersect here. With a 1950 population of 39,539, Richmond is a prosperous industrial city. It is the home of Whitney

McGuire Co. which makes more than half of the world's lawn mowers, Crosley Division of AVCO Manufacturing Co. builds refrigerators. International Harvester Corp. produces farm implements and Ralston Purina Co. has a large feed plant here.

Richmond was settled in 1805 by soldiers who had fought with George Rogers Clark. They liked the fertile soil, and today the agricultural products of Wayne County are worth \$65 million annually. The Quakers established a community here shortly after and in 1847 founded the Friends Boarding School which became Earlham college in 1859.

The National Road reached Richmond in 1838 and was an important trade factor, although often blocked with snow in winter and bogged down in mud in spring. The railroad improved the situation with its arrival in 1853.

The P.R.R. Agricultural Dept. is located in Richmond.

The importance to Richmond and Wayne County of the railroad may be measured in part by the fact that it paid taxes of \$190,498 to Wayne County and \$38,184 to Richmond.

For the 12 months ending July 31, 1955, P.R.R. had gross freight revenue of \$8,033,612 and gross passenger revenue of \$275,216 from this station.

DUBLIN, Indiana

Population 993. Has a tavern, "The Maples", still standing, built in 1825, which was a stop on the old stage lines using the National Road. The first group in Indiana advocating women's suffrage met here in 1851.

KNIGHTSTOWN, Indiana

Population 2,486. Was named for John Knight, an early engineer on the National Road. The inspiration for the late William Herschell's poem "Ain't God Good to Indianny?" is said to have taken place on the Blue River near here.

GREENFIELD, Indiana

County seat of Hancock County, it has a population of 6,159. It is the birthplace of James Whitcomb Riley, famed Hoosier poet who was born here in 1849. It is a busy tomato canning center in the late summer and early fall. Just west of Greenfield are the biological laboratories of Eli Lilly Company.

THORNE, Indiana

Junction of main line freight tracks to Hawthorne Yard, Indianapolis.

INDIANAPOLIS, Indiana

State capital of Indiana and county seat of Marion County, Indianapolis, with a population of 427,173, is the second largest state capital in the United States. It is the largest city in the nation not on a navigable body of water. Its level ground, with room to expand, permitted planning after the Nation's capital at Washington, D. C. Streets intersect at right angles and four avenues run diagonally from the center city to its corners.

In a primarily agricultural area, over half of the farming in the state is done within 75 miles of Indianapolis. Home of many smaller industries it makes such diversified things as food products, paper, furniture, pharmaceutical products, textiles, aircraft and automobile parts.

Early travelers and fur traders called the site of the city the Fall Creek settlement and the first settlers arrived in 1820, the year the legislature chose the Fall Creek location as the state capital. The city was named Indianapolis the following year, its name being the state name plus *polis*, Greek for city. Growth was particularly great during three periods. This was immediately before and immediately after the Civil War and in the decade before the close of the 19th Century, the later period due to introduction of natural gas as a fuel.

Transportation had a definite effect on Indianapolis' growth. The National Road reached here in 1830, and a canal was built in 1839. In 1847 the first train arrived from Madison, Ind. and the city soon became an important railroad center because of its central location. The first Union Station built in 1853, and the belt line, built in 1877, were the first of their kind in the country. The present Union Station, built of red stone and brick, of Romanesque design, in 1888, is used by five railroads.

Interurban railways, now a thing of the past, connected the city with all parts of the state by 1902, and Indianapolis was the largest interurban railway center in the country.

Butler University with an enrollment of 4,200, Indiana Central College, as well as extensions of Purdue and Indiana Universities are located here.

President Harrison and four Vice Presidents made their home in Indianapolis.

The State Capitol is of Neo-Roman design, built of Indiana limestone, and is surmounted by a large copper-covered dome.



INDIANAPOLIS, INDIANA

The Pennsylvania Railroad passenger line, between Pittsburgh and St. Louis, can be seen across the center of the photograph, passing through the Union Station (1), with the line to Louisville in the left foreground, passing the Pennsylvania freight station (2). Just east of the Union Station, operated by the Indianapolis Union Railway Co., is the Pennsylvania's Produce Yard (3).

The Columbia Club (4), where members of the inspection party will dine with leading local citizens, is on Monument Circle, facing the Indiana State Monument to Soldiers and Sailors who served in wars prior to World War I. In the left center background is the State Capitol Building (5), while in the right center background is the 5-block long World War Memorial Plaza, centered on a 100-foot obelisk of black Berwick granite.

The Scottish Rite Cathedral is a beautiful building of Tudor-Gothic architecture topped by a tower 212 feet in height, containing a carillon of 63 bells. The windows portray symbols of the rite.

At the center of the city is Monument Circle, the focal point of which is the Soldiers and Sailors Monument built to honor men in the Revolution, War of 1812, and the Civil War. It is the third highest shaft in America and is topped with a statue of Victory which can be seen from almost any point in downtown Indianapolis.

The National Headquarters of the American Legion are located in Indianapolis.

The Indianapolis Motor Speedway is one of the best known places in the city. Automobile manufacturing for a time was an important industry in the city, having started in 1891 with the construction by Charles H. Black of an automobile with a kerosene ignition system. The Speedway is the home of the famous Memorial Day 500 mile race which attracts crowds of 200,000 or more. It occupies 433 acres and first opened in 1909. Races have been held since 1911. Engineers claim many of improvements in modern automobiles were tested here.

Indianapolis has 700 industries served by rail facilities, over 90% of which are open to reciprocal switching. The stockyards are the largest east of Chicago and date back to 1877.

The major Pennsylvania Railroad freight yard (Hawthorne Yard) has 64 tracks with a capacity of 3,510 cars. Five smaller yards, strategically located, serve industries and interchange traffic.

Service from the P.R.R. TrucTrain Terminal started June 14, 1955.

P.R.R. gross freight revenue for the year ending July 31, 1955 was \$20,137,176 and gross passenger revenue was \$1,485,238.

Indianapolis is the headquarters of the Southwestern Region of the Pennsylvania Railroad.

MINGO JUNCTION, Ohio

To the south of the train as the main line turns to parallel the Ohio River will be seen the new half mile connecting track into Mingo Junction yard built in 1951-1952 at a cost of \$591,800. This eliminated backing up of main line trains into and out of the yard. The savings were estimated to be over \$100,000 annually.

Our train will move down the connecting track between the main line and the River Branch built in 1946. This project was a part of the plan to bring through freight trains from Columbus and points west into the new Conway yard and thence east via the West Penn branch through Kiskiminetas Junction to Conpitt Junction. Mingo Junction

yard and the Mingo Junction TrucTrain terminal, which was opened for operation April 12, 1955 lie south of this connecting track.

The Mingo Indians had a village here on the site of this town which had a 1950 population of 4,464. Originally the blast furnaces here belonged to Carnegie-Illinois Steel Corp., but in 1946 the property was sold to the Wheeling Steel Corporation.

George Washington, on an exploration tour of the Ohio Valley in 1770, camped near the south end of town.

FOLLANSBEE, West Virginia

Across the river from Mingo Junction lies Follansbee, with a population of 4,435. This is the home of Follansbee Steel Corporation. Last year the mill was to be sold to Republic Steel Corporation and shipped to Gadsden, Alabama. This caused great local concern until the plant was purchased by Louis Berkman Co., in December 1954, who are continuing operation under the original name.

STEUBENVILLE, Ohio

Is one of the original towns of Ohio—in fact there is dispute whether it or Marietta, Ohio was settled first. An early settler bought 400 acres in 1765. The government built Fort Steuben in 1786, named for Baron Frederick William von Steuben, a Prussian drillmaster for the Americans during the Revolution. A community called La Belle grew about the fort and lasted after the fort burned in 1790. The fort was abandoned after Anthony Wayne's victory over the Indians at Fallen Timbers. The town became the county seat of Jefferson County and was laid out in 1797.

Soon headed in the direction of an industrial community, Steubenville was the third largest city in Ohio in 1830. Copper works, nail factory and cloth mills came early and the glass industry started in 1827. Steel and coal, the dominant industries of today date back to 1856. The Steubenville Pottery Co. was founded in 1879.

Prior to the coming of the railroad in 1854, the river was the important transportation artery. Settlers came by flatboat and moved on west. Steamboats were built here starting in 1820 and long tows of coal and other products were transported on the Ohio. Canalization of the river in 1929 has increased the amount of traffic greatly.

Today with a population of 35,872 Steubenville is a busy steel town with a major plant of Wheeling Steel Corporation located here. Pottery, stoves, furnace parts, and box board are some of the items originating at our P.R.R. freight station which had a gross freight

revenue for 12 months ending July 31, 1955 of \$2,931,039. The gross passenger revenue for the same period was \$264,349.

WEIRTON, West Virginia

Population 24,005—the home of the Weirton Steel Corporation—is located to the north of the P.R.R. main line en route to Pittsburgh, which line is not traversed in this direction on this trip. The main line crosses on a bridge over our route at the north end of Steubenville.

The site of Weirton was a fertile valley nestled in between the hills when Ernest T. Weir and J. R. Phillips bought the land in 1909 and built a mill to produce sheet steel. Today Weirton Steel—A division of National Steel Corporation has rolling mills, open hearths, blast furnaces, by-product coke ovens, and finishing mills, all comprising one of the largest steel mills in the world.

The town was not incorporated until 1947 and until that time the citizens paid no taxes as municipal services were supplied by the Weirton Improvement Company which had been established by the steel company. Yet it is not a "Company" town, for the people build and own their homes and trade with independent merchants.

The present steel industry was foreshadowed by the first iron ore furnace west of the Alleghenies, built here by Peter Tarr in 1790.

TORONTO, Ohio

Population 7,253. Principal industrial establishment is a power plant of the Ohio Edison Company which obtains its fuel supply largely via river barges.

At a point about 4 miles east of Toronto the U. S. Government is about to contract for construction of a new Ohio River dam. The first step, involving construction of the locks and guide walls, is a two-year project; the dam will probably require another one or two years to complete.

This dam will raise the pool level 15.2 feet and the new pool will extend for 21 miles, thereby eliminating the present dams at East Liverpool and Midland. The locks in this project, as well as the Montgomery Dam (at the head of the new pool) provide for the locking, without break up, of the long tows now handled by modern river boats. This work of course is done entirely at Federal Government expense, a clear case of subsidy for the users of the waterway who pay no tolls.

YELLOW CREEK, Ohio

Here the double track line of the River Branch joins the double track of the Bayard Branch. A single track wye connecting track enables

trains from the latter line to turn south on the River Branch to Mingo Junction. Logan, the Mingo Chief had a cabin on the south bank of Yellow Creek, which gave the town its name. When some members of Logan's family were murdered by a group of white men in 1774, he took up arms against all of them.

WELLSVILLE, Ohio

Population 7,854. The town was founded in 1797 by William Wells. It is best known for its potteries, brick plants and tile works. It was an early stage coach stop on the Cleveland-Ohio River route, a busy river port and the place where the Cleveland and Pittsburgh R.R. reached the Ohio River in 1852.

EAST LIVERPOOL, Ohio

Is one of the nation's centers of pottery and porcelain insulator production. Its early history dates back to 1798 when Thomas Fawcett settled there. He called the site St. Clair, but other settlers coming soon after called it Fawcett's Town. This name held until 1860 when the town was renamed Liverpool as many of the citizens had come from Liverpool, England. Later the name was changed to East Liverpool.

In 1838 an English pottery maker found the local clays suitable and, financed by four townsmen, started the first pottery. It was followed by another firm in 1840 and East Liverpool was on its way to being a pottery center. Allied industries such as flint mills, cooperages and other supply firms soon started. Hall China Company is a large producer of vases, teapots and tableware.

Gross freight revenue for 12 months ending July 31, 1955 was \$1,192,092.

Today East Liverpool boasts a population of 24,217.

CHESTER, West Virginia

Across the Ohio River from East Liverpool is Chester, West Virginia, with a population of 3,758. It is another pottery town, founded in 1896 by J. E. McDonald, who gave it the name of Chester "because it was a short name, easy to remember".

Newell, W. Va., just to the south of Chester, where a pioneer pottery was located, is the home of the Homer Laughlin China Company, one of the nation's largest producers of dinnerware, colored pottery and china novelties.

KOBUTA, Pennsylvania

Also across the Ohio River, as the river begins to turn eastward, is the plant of the Koppers Company, built during the war for the manufacture of synthetic rubber. It gets its name from a combination of Koppers and Butadiene.

MIDLAND, Pennsylvania

Population 6,491. An industrial center which received its name from the Midland Steel Company, established here in 1905, now a division of the Crucible Steel Company of America. Crucible has just started making steel at a new open-hearth furnace, rated to produce 165 tons of steel at a single melting. This replaces an older, smaller furnace and will increase the annual capacity 70,000 tons. Counting both electric furnaces and its open-hearths, Midland plant will now be able to produce 1,425,000 tons of steel ingots annually.

The Midland Barge Company has a shipyard here and the Treadwell Construction Company has a plant at Midland.

For the year ending July 31, 1955 the Pennsylvania's gross freight revenue was \$8,440,763.

SHIPPINGPORT, Pennsylvania

Near this town, across the Ohio River, Westinghouse Electric Corporation is constructing the first electric power plant to use atomic energy as fuel. It is to be operated by the Duquesne Light Company of Pittsburgh. Although President Eisenhower, by radioactive and electronic devices, set machinery into action to break ground September 6, 1954, actual construction was not started until March 1955. In September 1955 two private sidings to the plant, which is exclusively served by the New Cumberland Branch of the P.R.R., were installed. The project is to be completed by the middle of 1957.

BEAVER, Pennsylvania

Population 6,360. Although located in an industrial section it is a residential town at the confluence of the Beaver and Ohio Rivers. Founded in 1778, it was the home of Matthew S. Quay, Republican statesman and U. S. Senator from 1887 to 1904.

Here the main line of the P.&L.E.R.R. crosses over our line and the Ohio River on a long cantilever bridge of 767 feet built in 1910.

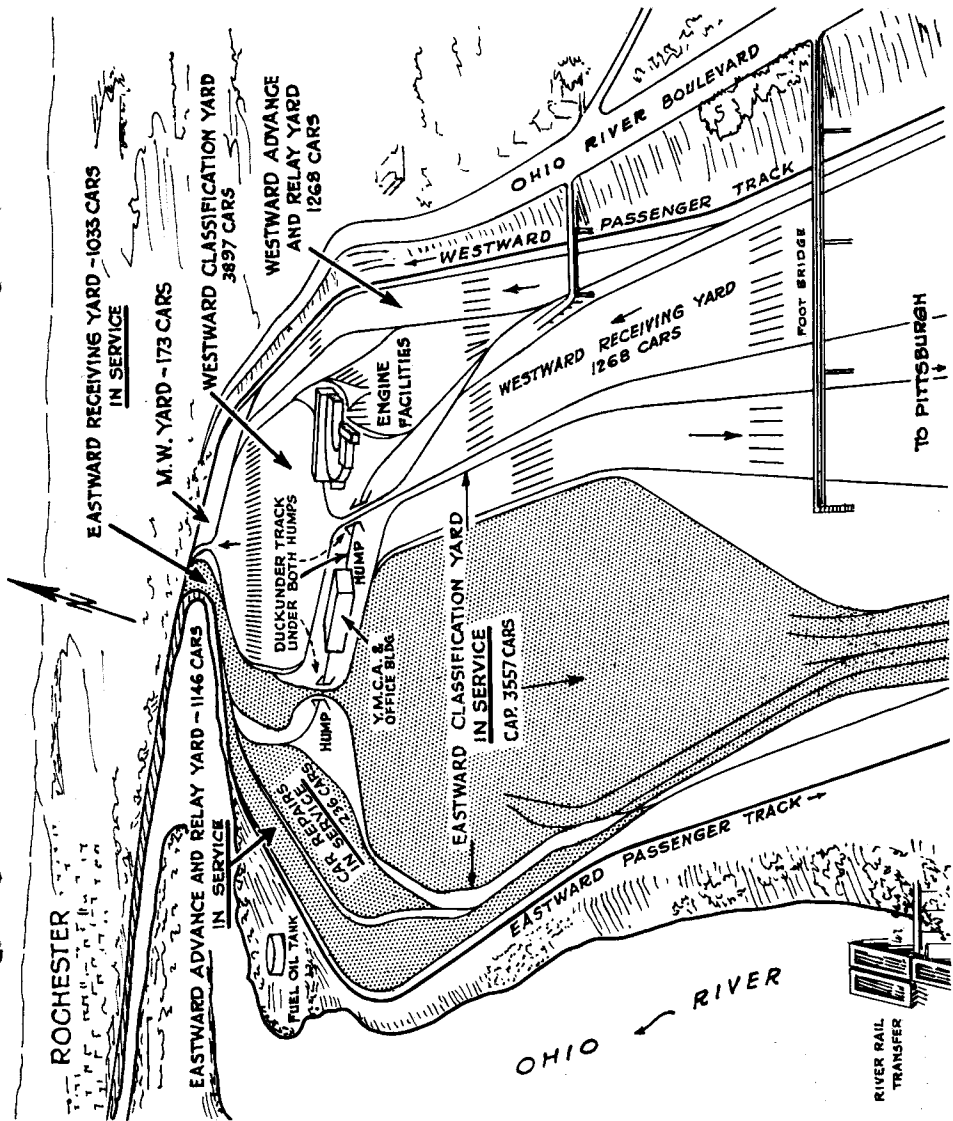
ROCHESTER, Pennsylvania

After crossing the Beaver River, where it joins the Ohio River, the Bayard Branch joins the main line of the P.R.R. between Pittsburgh and Chicago.

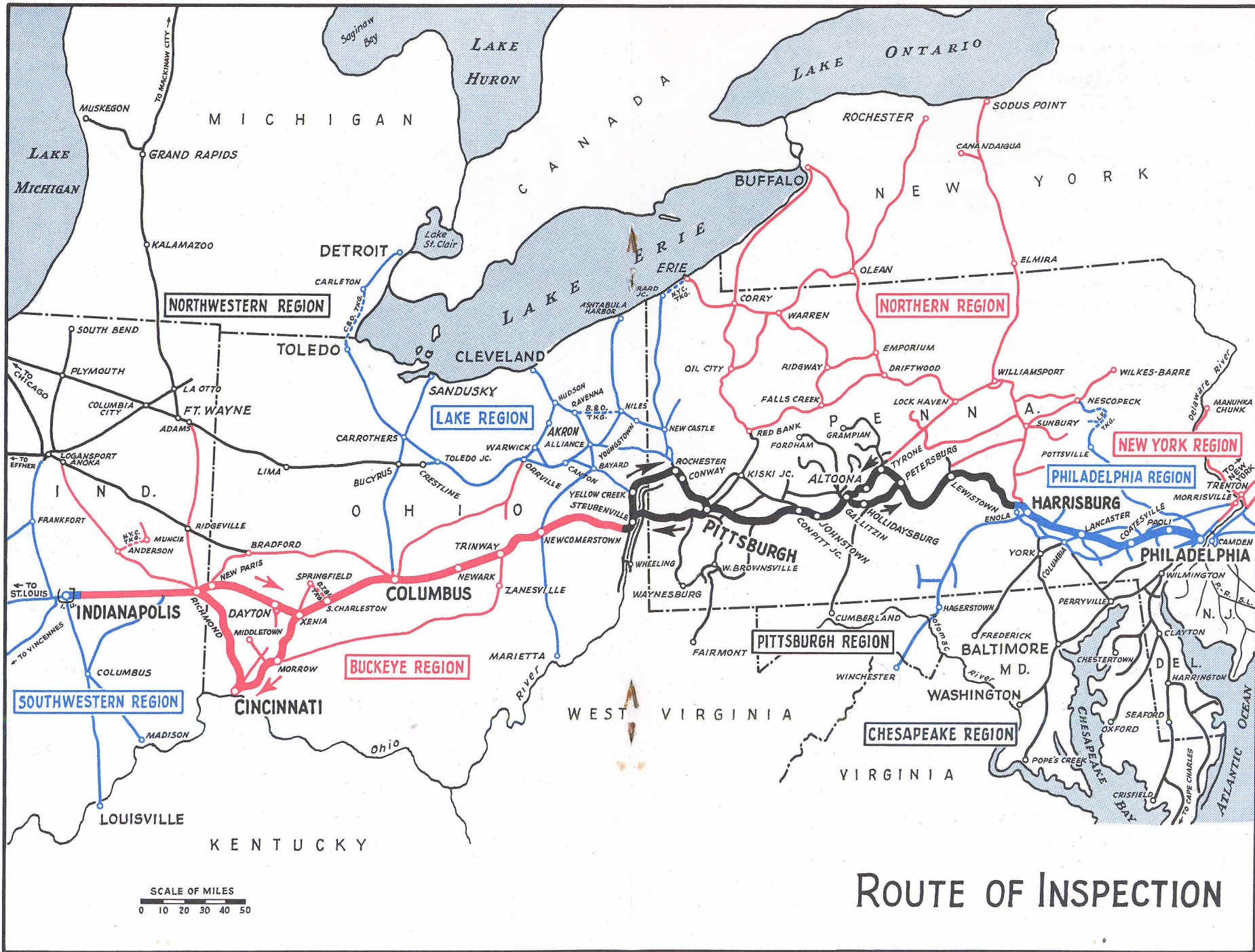
First settled in 1799, Rochester soon became an important point for travelers using the packet boats on the Ohio River. More a residential than industrial town today, it boasts a population of 7,169. However, some industry is located here, such as Pittsburgh Bridge and Iron Works and the Hydril Company.



Aerial View of Conway Yard Development



Sketch of Conway Yard—Portions in Service are Shown Shaded



ROUTE OF INSPECTION

FREEDOM, Pennsylvania

Population 3,000. In 1832 two boatbuilders moved their shipyard here from nearby Monaca, which property they sold to Bernhart Mueller, who seceded from the Harmony Society at Economy over the question of celibacy. The Valvoline Oil Company (Division of Ashland Oil & Refining Co.) now operates the facilities of the Freedom Oil Company located here.

Freight revenues amounted to \$4,121,649. for the year ending August 31, 1955.

CONWAY, Pennsylvania

Conway Yard is now the scene of the largest single active construction project on the Pennsylvania Railroad. The eastward side of the new yard was placed in service September 20, 1955 after 2½ years of extensive construction costing approximately \$15 million. The westward half of the new yard is now being built and when completed in December 1956 the facilities will represent an investment of \$34 million. The ultimate layout and the progress of the work to date, are illustrated in the accompanying sketch plan and photograph.

Construction of the new facilities was started on February 23, 1953. Work was temporarily suspended during the latter part of 1953 and the first half of 1954, but the project is now over half completed.

The operating economy resulting from completion of the entire yard and related improvements and the elimination or reduction of other yards made possible thereby, with other incidental economies, will effect a saving of \$10,700,000 annually, or 31% on the investment.

The project will greatly improve the service of the railroad to its patrons. Savings of 12 hours are now possible on some eastward schedules. Prior classification of freight for eastern seaboard routes into blocks at Conway permits relaying of trains from Conway direct to destination without re-classifying at Enola. When the westbound yard is placed in service in 1956, savings in time will be increased from 2 to 24 hours.

The new eastbound yard has the capacity to classify 4,500 cars every day or 1,000 more cars than can be handled by one hump at Enola which previously was the largest yard on the railroad. One hundred trains daily can be relayed and dispatched.

The new yard facilities includes a receiving yard of nine tracks with a capacity of 1,139 cars, a 54 track classification yard holding 3,557 cars, nine advance and relay tracks with a capacity of 1,146 cars and six shop tracks for 140 cars.

Many new methods and devices make Conway "the most modern freight classification facility in the world".

Car numbers of incoming trains are tape-recorded and the record used to make the cut lists which are teletyped to the hump. Final consist of departing trains is also tape-recorded. Car inspectors use portable radio transmitters to report instantly any cars which must be shopped. Car oilers are located at the hump to inject oil into journals as the cars pass. The hump has an automatic scale where cars can be weighed without delaying classification.

Routes and retarders are controlled from a central panel in the hump conductor's office which enables him to select a route to any one of the 54 classification tracks, all necessary switches aligning themselves automatically as the cars roll down the hump. Routes can be set up for five cuts at one time. The initial retarders automatically compute weight and speed in order to adjust themselves as necessary to slow all cars to the same speed; the final retarders can be set to control the speed according to the space available on the track to which the car is assigned.

The yardmaster is in instant communication with all parts of the yard through a network of two-way loud speakers. The yard is brightly illuminated at night by some 250 flood lights that are lighted automatically according to the amount of natural light.

Track maintenance has been reduced by the use of continuous welded rail and greater safety provided by spacing the track 13 feet center to center.

When the yard is fully completed a loop track passing underneath both humps will connect both sides of the yard. This will expedite handling of cars to be returned in the direction from which they arrived, such as that involved in local switching moves in the Pittsburgh district.

AMBRIDGE, Pennsylvania

Named in 1906 for the American Bridge Company, who bought land in 1901 from the Harmony Society, a religious communal group who had founded their third settlement "Economy" here in 1825. George Rapp, who founded the society in Wurtemberg came to America in 1803 and purchased 5,000 acres of land at Harmony, Pa. In 1814 the group migrated to a 25,000 acre tract at New Harmony, Ind. and in 1825 they returned to Economy, acquiring 3,000 acres.

The colony grew wealthy from agriculture, manufacturing and trade. Quarrels developed over the matter of celibacy which later led to

the dissolution of the group in 1906. The property was taken over by the state in 1910 and became a state shrine in 1937. The Great House, Church, Music Hall, various shops, stores and the community garden are now being restored.

The American Bridge Company has the world's largest bridge and structural steel plant here. H. H. Robertson Co., A. M. Byers Co. and Spang-Chalfant division of National Supply Company are located on the Economy Industrial Track. The town has a population of 16,429. Gross freight revenue for 12 months' period ending July 31, 1955 was \$13,230,048.

ALIQIPPA, Pennsylvania

Population 26,132. Across the Ohio River can be seen one of the main plants of the Jones and Laughlin Steel Corporation.

LEETSDALE, Pennsylvania

This town, with a population of 2,411, was named for a pioneer settler William Leet, who came here in 1796. Daniel Leet's Tavern, still standing, was operated by his brother in the early 18th century.

A steel fabricating plant of Bethlehem Steel Company is located here.

SEWICKLEY, Pennsylvania

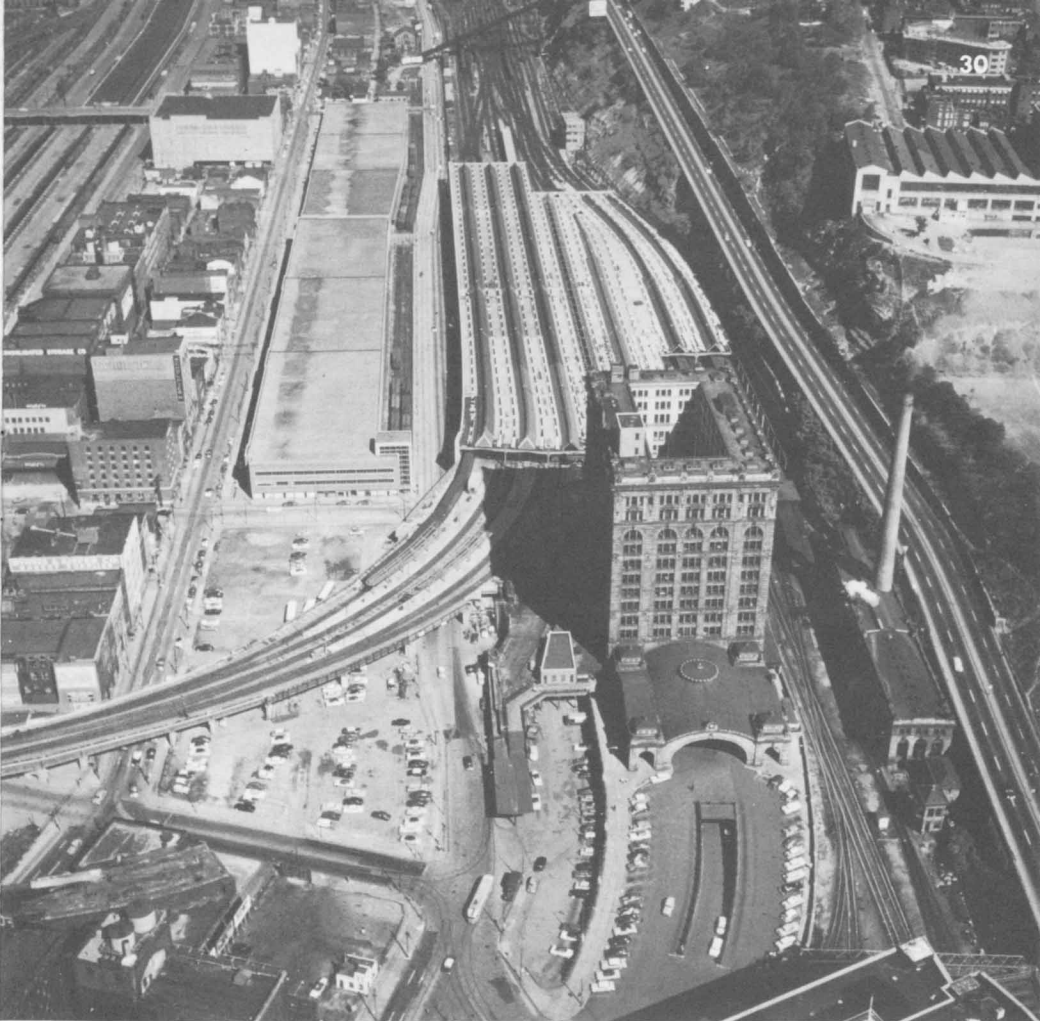
The name means "sweet water" in Indian language. Now a quiet suburban residential town of 5,836 population with large estates atop the hills that line the river valley. During the steamboat and stagecoach days the town was variously known as Fifetown, Dogtown, Contention, and Devil's Race Track.

The birthplace of Ethelbert Nevin, the composer, is located at Edgeworth, Pennsylvania, a mile west of Sewickley. He had his studio and home here and wrote "The Rosary", and "Narcissus". In 1938, 37 years after his death, his body was removed to Maine.

PITTSBURGH, Pennsylvania

Just beyond Jacks Run the east and westbound tracks divide and the tracks in the center lead to the Ohio Connecting Railway bridge which connects the main line to Chicago with other P.R.R. lines to Scully Yard and Columbus, Ohio as well as with the Monongahela Branch which by-passes the downtown area via the South Side. This is the west leg of a wye; a similar line curves from the bridge to connect with our line on the east end.

Slightly to the east of the bridge and to the north of the train is the new Pittsburgh TrucTrain Terminal placed in service April 30, 1955 at a



PITTSBURGH, PA.

The Pennsylvania Railroad Passenger Station Building, with the new train shed still under construction, is in the center foreground. Leading into it from the left is the new Fort Wayne viaduct, placed in service June 24, 1955. Part of the old viaduct is visible in the left foreground, while the passenger tracks to St. Louis can be seen in the right foreground, adjacent to Bigelow Boulevard. To the left of the train shed, between Liberty and Penn Avenues, is the new Pitt-Penn Terminal Warehouse, with the P.R.R. Produce Terminal in the left background.

cost of \$251,552. PRR TrucTrain service started at Pittsburgh in July 1954 at a terminal near the old Allegheny enginehouse. In September 1955 motor common carriers began to use the present terminal.

At Federal Street the passenger tracks again divide and ascend to the bridge over the Allegheny River. The tracks in the center dip under the westbound passenger line and lead to the West Penn Branch or low grade freight line to Conpitt Junction via Kiskiminetas Junction.

The train enters the Pittsburgh station on the new Fort Wayne viaduct, placed in service on June 24, 1955. This structure reduces the curvature and grade of the former viaduct, makes possible the handling of longer passenger trains and is an integral part of the Pittsburgh Station Improvements. The escalators and underground passageway from the concourse to reach platforms on the north side of the station were placed in service October 1, 1955.

Second largest city in Pennsylvania and twelfth largest in the United States (1950 population 676,806), Pittsburgh is the "Steel Center of the World". In addition it is the home of the world's largest manufacturers of aluminum, air brakes, food products, plate glass, plumbing fixtures, refractories, rolling mill machinery, safety equipment, steel rolls, and window glass. It is also a leading producer of electrical equipment and railway signalling devices.

Historically Pittsburgh goes back to 1748 when George II of England granted the Ohio Land Company a half million acres. Since the territory was hotly contested by both the French and British, the British erected a fort in 1754 which was seized by the French and renamed Fort Duquesne. The British regained supremacy in 1758 and constructed a new fort which they named Fort Pitt for the British Prime Minister. After the Indians were finally subdued in 1795, the growth of the settlement was rapid.

By 1809 manufacturing had expanded and power machinery was introduced west of the Alleghenies. In 1811 the steamer New Orleans, the first steamboat on western waters, was built and made a trip to its namesake city. Pittsburgh was incorporated as a city in 1816 and by 1820 its population had reached 10,600. The Pennsylvania Canal was opened in 1829 which brought Pittsburgh within three days travel time of Philadelphia.

The great fire of 1845 destroyed 1,000 homes and 20 blocks of buildings. Shortly after this, B. F. Jones started a puddling works on Pittsburgh's South Side which grew into the Jones and Laughlin Steel Company. The Ohio and Pennsylvania (now P.R.R.) reached Allegheny

in 1851, and in 1854 the Pennsylvania Railroad finished its line across the state. In 1907 the City of Allegheny, the third largest in the state at the time, was consolidated with Pittsburgh and by 1910 population was 534,000.

Hard hit by the depression, Pittsburgh is now engaged in a two and one-half billion dollar redevelopment program. Point State Park, 36 acres, where Fort Pitt once stood, and where the original Block House still stands, replaces a jumble of buildings that occupied this site in the years following the city's start. Adjacent to the Point Park is the Gateway Center, a 23-acre tract, ultimately to have nine skyscrapers, of which three have been built with funds supplied by the Equitable Life Assurance Society. A new State Office Building is presently under construction. Such firms as Westinghouse Electric, Jones and Laughlin Steel, and Pittsburgh Plate Glass Company have headquarters in Gateway Center.

Also in the "Golden Triangle" or downtown section are two new buildings erected by the United States Steel Corporation and Aluminum Company of America separated by Mellon Square, a landscaped city block of land with a parking garage underneath which was dedicated in October. In addition the Pittsburgh Parking Authority has completed or has under construction four parking garages, and the P.R.R. is constructing a garage over the Fourth Avenue Station and Try Street Yard.

The building program also extends to the city's institutions of higher education. The University of Pittsburgh, with its 42-story Cathedral of Learning, has under construction six buildings to house expansion in the fields of science, engineering, medicine, public health and nursing. Duquesne University recently completed a women's dormitory and a faculty building. It has 7 buildings planned in a \$13,000,000 program. Carnegie Institute of Technology has added a new men's dormitory, a new Engineering School addition and a Graduate School of Industrial Administration. Pennsylvania College for Women has three new buildings.

Much attention is being given to highways. The Penn Lincoln Parkway is completed from the east to Bates Street and from the south side of Mount Washington to Clinton, Pa. with a branch to the Greater Pittsburgh Airport, a distance of 27 miles. Work is progressing on the uncompleted portion in the middle.

Research occupies a prominent place in the current and future program of Pittsburgh. Many of the firms, such as Pittsburgh Plate Glass, Gulf Oil Corporation, Westinghouse Electric, Jones and Laughlin, and Koppers Company are building new research facilities or adding

to existing ones. The Mellon Institute of Industrial Research, known as "the Laboratory of the World", has contributed many new industrial processes and products. Dr. Jonas E. Salk's research on polio vaccine was done at the University of Pittsburgh.

Redevelopment plans include a \$50 million project to rebuild 106 acres of the lower hill district, into the Lower Hill Civic and Cultural Center. Focal point of this center will be a municipal auditorium, seating 16,500, with a retractable circular roof. New apartment buildings will be erected along the sides of the redeveloped area.

No small part of the funds invested in Pittsburgh's future are those represented by the construction work of the Pennsylvania Railroad. \$65,000,000 is being spent on improvements in the Pittsburgh area.

The train shed of the station is now about 65% complete and steel for the rest is either on hand or on order. The new viaduct to the Fort Wayne Bridge and the underground passageway with its escalators are finished although some steel for the train shed over the viaduct remains to be erected. Work still remains to be done on the new platforms and underground passageway leading to the south side of the station and Panhandle tracks. The materials for the moving stairways are on hand and the entire station project should be completed by the end of 1957. Some adjacent land has been sold to the Greyhound Corporation for its new bus terminal.

Just east of Pittsburgh station is Pitt Tower, which will ultimately replace all six of the towers in the terminal area. Its 367 lever machine is the largest single interlocking machine of its type in North America. Its normal equipment is amplified by the use of television to follow switching movements to and from the Post Office tracks which are not visible from the tower.

Gross passenger revenue for year ending July 31, 1955 for Pittsburgh Stations (Pennsylvania Station, East Liberty and Federal Street) was \$5,536,679. Gross freight revenue of four Pittsburgh freight stations was \$31,426,688.

Pittsburgh is the headquarters of the Pittsburgh Region of the Pennsylvania Railroad.

EAST LIBERTY, Pennsylvania ("CM" Tower)

This is the junction of the main line and the Brilliant Branch which connects with the West Penn Branch on the west bank of the Allegheny River and with the Allegheny Valley Branch that follows the east bank to Oil City, Pa. The approach to the jumpover bridge leaves No. 1 track just east of East Liberty Station, turning south and then

returning to cross the four main tracks at "CM" via a 240-foot Pratt Truss bridge. Other legs of the wye connect with No. 4 track on the main line.

WILKINSBURG, Pennsylvania

Population 31,418, is a residential suburb of Pittsburgh settled in 1780. It was originally known as McNairsville and Rippeysville and was incorporated in 1887. It was renamed in honor of Judge William Wilkins, Secretary of War under President Tyler.

SWISSVALE, Pennsylvania

Is the headquarters of the Union Switch and Signal Co., Division of Westinghouse Air Brake Company, whose plants line the south side of the track. Kopp Glass Company is a manufacturer of special glass products. With a 1950 population of 16,488, Swissvale was settled before 1760. It received its name from the farm of James Swisshelm, whose wife Jane Grey Swisshelm was a noted editor, reformer, abolitionist and agitator for women's suffrage.

BRADDOCK, Pennsylvania

Population 16,488. Named for General Edward Braddock who was defeated here by the French and Indians on July 9, 1754 near the present Bell and Jones Avenues.

The borough was incorporated in 1867 and became an important steel center with the perfection of the Bessemer process at the Carnegie Steel Mills here. Edgar Thomson Works of United States Steel lie between the railroad and the Monongahela River east of Braddock.

Gross freight revenue at Braddock freight station for year ending July 31, 1955 was \$136,792.

EAST PITTSBURGH, Pennsylvania

With a 1950 population of 5,259, this is the site of the main plants of the Westinghouse Electric Corporation. Just beyond the station on the south side, the Port Perry Branch may be seen skirting the hillside to parallel the main line into Pitcairn Yard. This is the route used by through freight trains from Columbus and points west, as well as trains from the Monongahela Valley, to by-pass Pittsburgh.

For the year ending July 31, 1955 gross freight revenue was \$6,178,833 of which, \$4,017,045 was on traffic from Edgar Thomson Works, U. S. Steel and \$1,181,609 was on Westinghouse shipments.

TURTLE CREEK, Pennsylvania

Population 12,363. Originally settled in 1765 and incorporated as a borough in 1892, it developed as a residential town with the completion of the Greensburg Turnpike. The Westinghouse Electric Corporation plants extend into Turtle Creek.

WILMERDING, Pennsylvania

Here on the left are the main plants of the Westinghouse Air Brake Company. The town, with a population of 5,325, spreads up the valley to the south of the tracks.

Gross freight revenue of this agency for year ending July 31, 1955 was \$728,239.

PITCAIRN, Pennsylvania

Population 5,863. Named for Robert Pitcairn, former Superintendent of the Pittsburgh Division of the Pennsylvania Railroad, the town was laid out after 1890. The main line skirts Pitcairn Yard which lies to the south of the tracks. Now equipped with car retarders on both the east and westbound humps and with a capacity of 5,775 cars, this yard is a relay point for through freight trains from Columbus and points west. It classifies cars from the east destined to Pittsburgh and traffic moving in local runs in the area. Many of its present functions will be taken over by the new Conway Yard when that project is completed.

TRAFFORD, Pennsylvania

Population 3,965. It is the junction point with the Turtle Creek Branch which extends 22 miles to a connection with the former Conemaugh Division at Saltsburg, Pa. The Micarta Division of the Westinghouse Electric Corporation is located here.

IRWIN, Pennsylvania

Named for John Irwin, its founder. Irwin's father-in-law, John Scull, who built a home here in 1794, started the Pittsburgh Gazette in 1786, the first newspaper in this region. The town was laid out in 1853, now has several small industrial plants, and a 1950 population of 4,228.

JEANNETTE, Pennsylvania

Known as the "Glass City" Jeannette has four glass companies as well as the Pennsylvania Rubber Company, a division of the Lee Tire and Rubber Co. It was named for the wife of H. Sellers McKee, who founded, in 1889, the company which is now the McKee Division of Thatcher Glass Manufacturing Company. Population 16,172.

North of Jeannette is Bushy Run Battlefield Park where Pontiac, the Ottawa Chief and head of a confederacy of 7 tribes was defeated by Colonel Henry Bouquet in 1763, thus relieving Fort Pitt which had been under siege for three months.

RADEBAUGH, Pennsylvania

Junction with the Southwest secondary track to Connellsville, Uniontown, and Fairchance, Pa. We pass through Radebaugh Tunnel at the headwaters of Turtle Creek. No. 4 track passes through the original tunnel to the north of this one, built in 1898.

GREENSBURG, Pennsylvania

Population 16,923. The county seat of Westmoreland County, Greensburg was founded in 1785 and named for Nathaniel Green, Revolutionary War General. In its early years it was a residential community of wealthy landowners. Industrialization followed the advent of coal mining and while coal reserves are nearing depletion it is still the home of many small industries.

General Arthur St. Clair, who was also a famed Revolutionary General, retired to this vicinity and is buried in St. Clair Park here. He was of noble English blood, and after distinguishing himself at Quebec and Louisburg during the war with France, he settled in the Ligonier valley and fought with the Continental forces during the Revolution. He was president of the Continental Congress in 1787 and later became first governor of the Northwest Territory.

Seton Hill College for Women is located here.

"SW" tower, east of Greensburg, is the junction with the Greensburg Industrial track (formerly Southwest Branch) which connects with the Southwest Secondary track at County Junction.

LATROBE, Pennsylvania

Lies in the valley of Loyalhanna Creek, one of the tributaries of the Kiskiminetas River. Home of Latrobe Steel Company, Vanadium Alloys Steel Co., Vulcan Mold and Iron Works and other firms, its 1950 population was 11,811. Laid out in 1851 by Oliver Barnes, it was named for a friend of his, Benjamin Henry Latrobe, Jr.

Latrobe is the home of professional football, the first game being played here in 1895.

St. Vincent's Archabbey and College is located just west of Latrobe. Several of the industries are located on that portion of the Ligonier Valley Railroad which the P.R.R. acquired when that railroad ceased operation in 1952.

DERRY, Pennsylvania

Population 3,752. The porcelain insulator plant of the Westinghouse Electric Corporation is located here. Derry is the terminal for several of the commuter trains operating from Pittsburgh east over the main line. The yard serves as a gathering point for traffic from the coal mines in the area and is at the east end of helper limits between this point and Pitcairn.

THE PACKSADDLE—CONPITT JUNCTION

East of Torrance the railroad turns into the valley of the Conemaugh River as it cuts through Chestnut Ridge. The narrow defile which the main line follows high on the south side of the mountain is known as the Packsaddle. On the opposite side the West Penn Branch is seen at river level paralleling the main line for most of the distance. Just before Conpitt Junction the West Penn Branch crosses the river and continues along the main line. Switches at Conpitt Junction connect the two lines and east of this point the Sang Hollow Extension, an alternate freight route, turns away to rejoin the main line just west of Johnstown, Pa.

JOHNSTOWN, Pennsylvania

Most famous for the disastrous flood of 1889, this city of 66,232 is a prosperous steel and industrial center. The Cambria plant of the Bethlehem Steel Company can be seen "for the next twelve miles" to quote a sign visible from the train entering the city. The Lorain Division of United States Steel makes railway track material here and Haws Refractories, manufacturers of refractory materials has several plants.

The flood was caused by the breaking of the South Fork Dam, a feeder basin for the old Pennsylvania Canal neglected since 1862. Suddenly released, a torrent of water, 75 feet high, came down the valley from South Fork, twelve miles east, sweeping everything before it. 2,200 lives were lost; 777 unknown dead are buried in a plot in Grandview Cemetery. Property damage was \$10,000,000. Although this was the worst, Johnstown had been flooded 17 times since 1808. After the 1936 flood, \$8,670,000 was spent to provide deeper channels, dams and river walls.

Named for Joseph Johns, a Swiss immigrant who arrived in 1791 and laid out the town of Conemaugh in 1800, the city soon started steel-making when both coal and ore were found nearby. The use of the Bessemer converter originated here in 1861 and the original machine is on display at the Bethlehem Steel Company offices.

The Cambria inclined plane here is the steepest passenger incline in the country. It connects the downtown section with the residential section of Westmont. There is a fine view of the city and the river valley from the top.

Just east of Conemaugh the western portal of Staple Bend Tunnel on the old Portage railroad can be seen high on the hillside to the south. This is said to be the first railroad tunnel in the United States.

For twelve months ending July 31, 1955, gross freight revenues were \$15,776,395 and gross passenger revenue was \$447,736.

SOUTH FORK, Pennsylvania

Population 2,616. Junction with the South Fork Branch which runs south to Windber, Pa. and Cairnbrook, Pa.

CRESSON, Pennsylvania

Population 2,569. Is the junction with the Irvona Branch (39 miles) and the Black Lick Secondary track (43 miles). The Cresson Secondary track (63 miles) and Susquehanna Secondary track (29 miles) leave the latter line at nearby Ebensburg.

Cresson was known as the "summer Capitol" because President Benjamin Harrison spent his vacations here. This also is the birthplace of Admiral Robert E. Peary who discovered the North Pole. The livelihood of the town comes from the shops of the Pennsylvania Railroad.

At nearby Loretto is St. Francis College and the former summer home of Charles M. Schwab, deceased President of Bethlehem Steel Company. St. Michaels Church, there—a gift of Mr. Schwab—is on the site of a log chapel built there by Prince Demetrius Augustine Gallitzin, a Russian nobleman, who became a Roman Catholic missionary.

East of Cresson it will be noticed that the four tracks begin to divide, the eastbound tracks rising to a higher level than the westbound line, and veering away to the south.

GALLITZIN, Pennsylvania

Named for Prince Gallitzin, this town has a population of 3,162. Here the two lines mentioned above are approximately $\frac{3}{8}$ of a mile apart and connected by a loop track. The eastbound tracks pass through the New Portage Tunnel at an elevation of 2,194 feet, the westbound tracks use two single track tunnels which crest at 2,160 feet.

The Allegheny Portage Railroad with its ten inclined planes was a part of the Main Line of Public works, a system of canals and rail lines, completed in 1834. It crossed the mountain at Blair's Gap, the route followed by U.S. Highway 22.

The Pennsylvania Railroad completed its own line over the mountain in 1854, but the state, after extensive surveys, decided to build a railroad itself to replace the inclined planes. This was done from 1851 to 1856 at a cost of \$2,000,000. A tunnel was drilled near the P.R.R.'s Gallitzin tunnel and the line was graded for double track although only one track was laid. In 1857 the canal system was sold to the P.R.R. and in the following year the rails were torn up and shipped west to build the line from Fort Wayne to Chicago.

In 1898 the New Portage Tunnel was widened and two tracks were laid from Cresson to Bennington. These are the present eastbound tracks. In 1903 the roadbed of the New Portage Railroad was used for a new double track line from Hollidaysburg to Gallitzin. An additional single track tunnel for westbound trains at Gallitzin was completed in 1904.

The eastern portals of the three tunnels are less than an $\frac{1}{8}$ of a mile apart. The New Portage Secondary track leaves the main line at this point. One track of this line joins the eastbound main line tracks, and another passes underneath to join the westbound tracks at the lower elevation. Our route is via the New Portage line.

NEW PORTAGE SECONDARY TRACK—MULE SHOE CURVE

This line, in connection with the double tracking of the Petersburg Branch, was completed in 1903 as a relief line for the movement of coal and other heavy traffic between Petersburg, Pennsylvania and the summit of the Allegheny Mountains.

This year, due to the increased efficiency of modern railroading and diesel locomotives, the second track over most of this route has been taken up as part of the five-year abandonment program.

The Mule Shoe Curve, while not as well known as the Horseshoe Curve on the main line, is equally interesting from a scenic and engineering standpoint. Some points of comparison follow:

	Horseshoe Curve	Mule Shoe Curve
Length of Curve	2483'	2228'
Curvature	9° and 9°25'	8°15' and 9°13'
Angular Change in Direction	200°	204°
Excess of Complete		
Reversal of Direction	20°	24°
Grade in Curve	1.75-1.45-1.73	1.68-1.20-1.37
Grade required if line were		
direct instead of using		
curves and approaches.	4.37	15.6
Increase in Elevation		
on Curve	275 ft.	250 ft.

The William Penn Highway passes under the bridge at Mule Shoe Curve.

DUNCANVILLE, Pennsylvania

Population 1,391. Was founded by Samuel Duncan who tossed a coin with Jacob Walter on the bridge spanning Blair Creek which separated their respective landholdings to decide if the common name should be Walterstown or Duncansville. In the early days around 1800 a forge caused the town to be known as Iron Town.

HOLLIDAYSBURG, Pennsylvania

At New Portage Junction, just west of town, the Hollidaysburg Branch connects this line with Altoona, Pennsylvania, 6½ miles to the north. This is one of the early parts of the Pennsylvania Railroad, being built in 1850 to connect with the Allegheny Portage Railroad.

County seat of Blair County, Hollidaysburg had a 1950 population of 6,483, and was named for Adam and William Holliday who founded the town in 1768. It was the terminus of the eastern canal portion of the Main Line of Public works.

Hollidaysburg has been a railroad town for many years. In 1903 when the line from Petersburg to Gallitzin was under construction, a new classification yard, enginehouse and supporting facilities were built here. During World War II, Hollidaysburg Yard was used to relieve the heavy traffic main line and in 1952 the announcement was made that this was to be the site of the new Samuel Rea Shop. As part of the plans for Conway Yard, the reclamation plant, formerly located there was moved to Hollidaysburg.

A branch line leading to Cumberland, Md. originates at Morrison Cove Junction.

SAMUEL REA SHOP

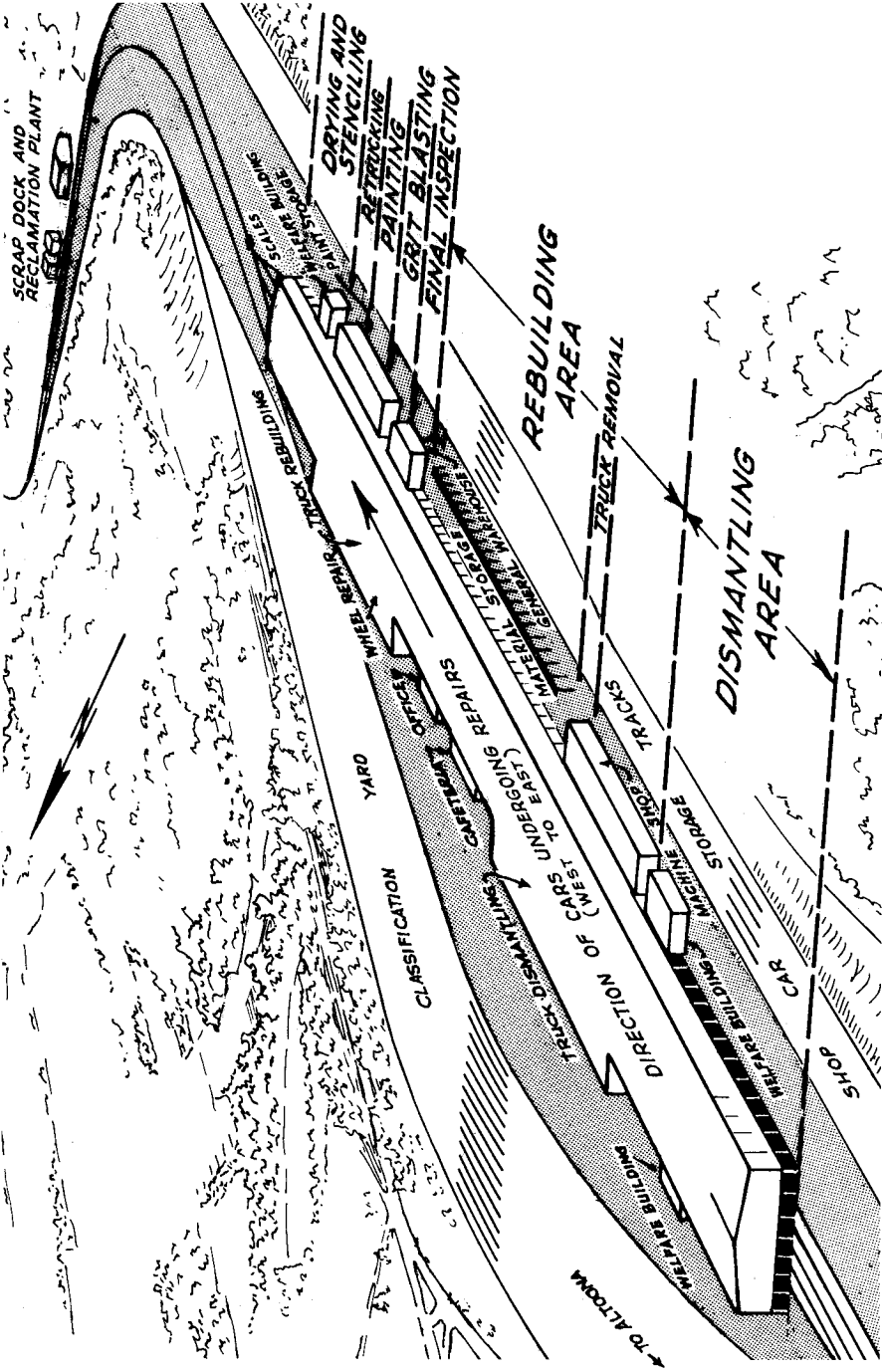
One of the largest railroad shop buildings in the world, it is strategically located on the freight route between Petersburg and Gallitzin in the direct path of the largest movement of empty freight cars. Shop cars are cut out and accumulated by classes in an adjacent storage yard.

The shop is designed to work on a straight line production system. Cars needing heavy repairs will move in one end of the shop and come out the other completely repaired and ready for service.

Upon entering the west end of the shop, the cars are dismantled. The parts with service life remaining are moved to repair shops for reclamation. After being reclaimed and new material added where needed, the parts move to sub-assembly positions and finally to points of application on the assembly line where they are again applied to cars.



Aerial View of Samuel Rea Shop



Sketch of Samuel Rea Shop Showing How Repair Work is Progressed on Assembly Line Basis

Cars next go through an automatic grit blasting machine. They are then painted by the hot spray method, using travelling paint spray booths, after which they are stencilled and lettered. When the cars leave the east end of the shop, they are ready for lightweighing and return to service.

Three tracks will ultimately provide for repairs to 50 cars per day. At present, two tracks are in use on a limited scale, complete operation of one track is planned for the end of this winter, and all three tracks should be ready for operation by June 1956.

The building is 2,762 feet long—more than a half a mile. The width is 180 ft. with 90 foot bays on either side containing welfare facilities for employees, offices, storehouses and shops. The building is 54 feet high and contains more than 700,000 square feet of floor space. The shop will ultimately provide employment for 1500.

The design of the plant incorporates many new devices and procedures developed from intensive studies of car shop operation, not only on the P.R.R. but on other railroads and in the plants of numerous car builders.

The Samuel Rea Shop will result in more efficient operation, reduction in repair forces at points spread over the system, and better material and supervisory controls. Cars now used to transport fabricated parts from Altoona to outlying points can be returned to revenue service.

Samuel Rea, the ninth president of the railroad from 1913-1925 and for whom the shop is named, was born in Hollidaysburg a hundred years ago. He supervised the planning and construction of Pennsylvania Railroad facilities in New York, including the station, tunnels and Hell Gate Bridge.

East of the car shop is the new Reclamation Plant, completed February, 1954, to handle reclamation of various car parts and track materials and to scrap obsolete rolling stock and equipment. Many of the parts reclaimed here are used at Samuel Rea Shop.

PETERSBURG, Pennsylvania

Here the Hollidaysburg and Petersburg Secondary track rejoins the main line which will be followed enroute to Philadelphia.

HUNTINGDON, Pennsylvania

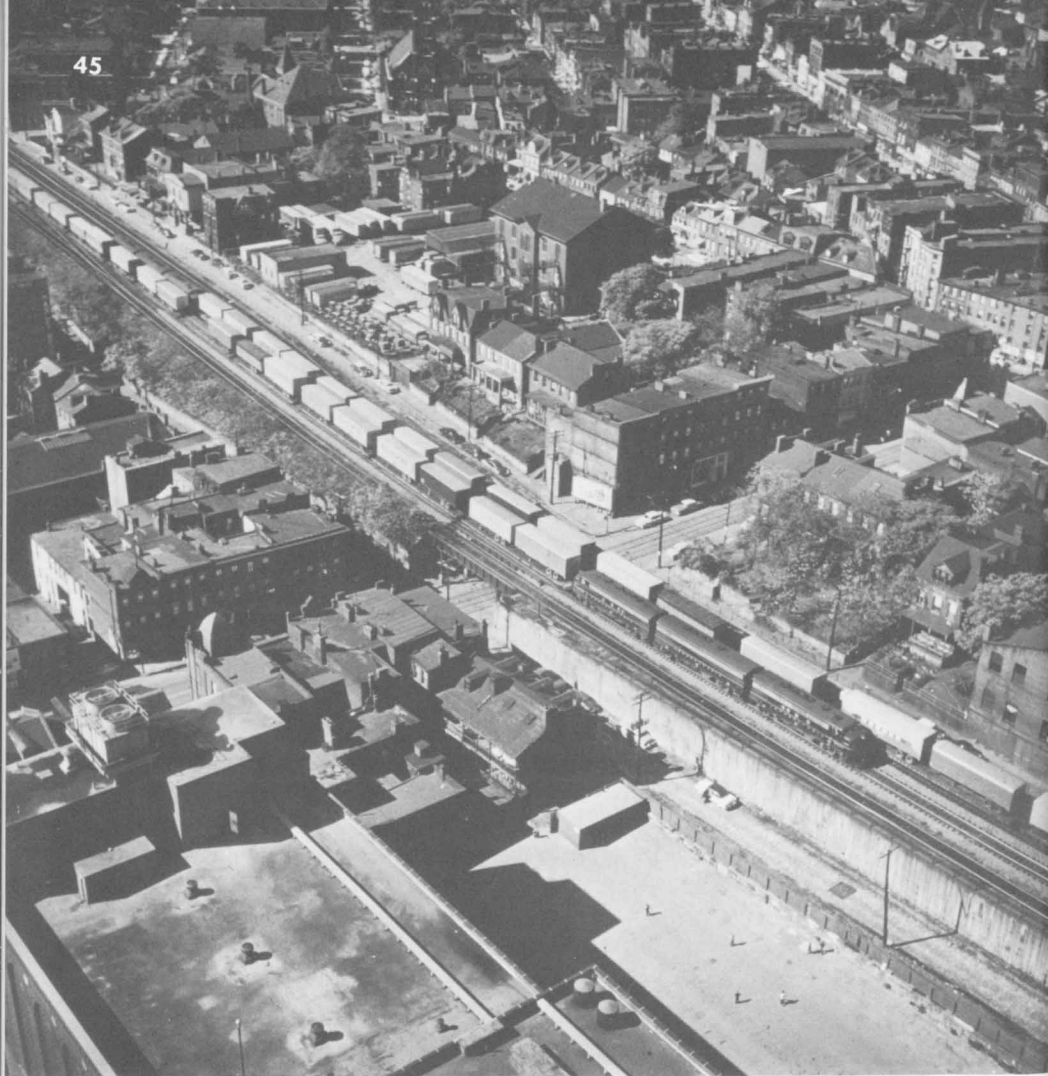
Population 7,330. Is the county seat of Huntingdon County and a prosperous small industrial town. Originally the site of an Oneida Indian encampment, it was named for Seline Hastings, Countess of Huntingdon, by the town's founder Dr. William Smith in 1767. Smith was the first Provost of the University of Pennsylvania and the Countess had responded generously with funds for the infant university.

Juniata College, founded by the Church of the Brethren, in 1876, had a 1953 enrollment of 628. The dormitories have been called "The Cloisters" because of their similarity to Ephrata "Cloisters".

The Pennsylvania Industrial School, a reformatory for boys is located on a 664 acre tract near here.

The plants of the J. C. Blair Company and the Owens-Corning Fiberglas Corp. can be seen to the north of the tracks. Pennsylvania Edison Corp. operates the large power plants visible on the south side.

A major icing plant used to service perishable freight on through freight trains is located at the west end of Huntingdon. This facility will be replaced by a similar plant at Conway when that project is completed.



EASTWARD AND WESTWARD TRUC TRAINS

TT-1 and TT-2, carrying highway truck trailers on expedited schedules, meet near Federal Street, Pittsburgh.

OFFICERS MAKING ONLY PART OF THE TRIP

GETTING ON

GETTING OFF

PHILADELPHIA

- G. C. Vaughn, Regional Manager—
Philadelphia Region
- H. D. Kruggel, Asst. Regional Manager—
Philadelphia Region
- J. F. Piper, Jr., Superintendent—
Transportation—Philadelphia Region
- C. R. Burr, Freight Traffic Manager—
Philadelphia Region
- F. M. Ware, Passenger Manager—
Philadelphia Region
- A. J. Vonk, Manager—Industrial
Development—Philadelphia Region
- R. W. Leedy, Manager—Freight Sales
and Services—Philadelphia Region

HARRISBURG

- W. G. Dorwart, Superintendent—
Transportation—Pittsburgh Region
- H. L. Kimble, Asst. Superintendent—
Transportation—Pittsburgh Region

- G. C. Vaughn, Regional Manager—
Philadelphia Region
- H. D. Kruggel, Asst. Regional
Manager—Philadelphia Region
- J. F. Piper, Jr., Superintendent—Trans-
portation—Philadelphia Region
- C. R. Burr, Freight Traffic Manager
—Philadelphia Region
- F. M. Ware, Passenger Manager—
Philadelphia Region
- A. J. Vonk, Manager—Industrial Devel-
opment—Philadelphia Region
- R. W. Leedy, Manager—Freight Sales
and Services—Philadelphia Region

ALTOONA

- H. L. Kimble, Asst. Superintendent—
Transportation—Pittsburgh Region

PITTSBURGH

- K. J. Silvey, Superintendent—Transpor-
tation—Buckeye Region

OFFICERS MAKING ONLY PART OF THE TRIP

GETTING ON

GETTING OFF

COLUMBUS

- M. S. Smith, Vice President and Regional Manager-Pittsburgh Region
 A. M. Harris, Regional Manager—Buckeye Region
 J.A.Armento, Manager—Freight Sales and Services—Buckeye Region
 W. G. Presley, Passenger Manager—Buckeye Region
 J. H. Cairns, District Sales Manager—Buckeye Region
 C. W. Linker, District Passenger Manager—Buckeye Region
 F. H. Hillgartner, District Sales Manager—Buckeye Region
 A. C. Striebel, District Passenger Manager—Buckeye Region

- M. S. Smith, Vice President and Regional Manager-Pittsburgh Region
 W. G. Dorwart, Superintendent—Transportation—Pittsburgh Region

CINCINNATI

- J. H. Cairns, District Sales Manager—Buckeye Region
 C. W. Linker, District Passenger Manager—Buckeye Region

RICHMOND

- A. V. Hitchcock, District Sales Manager—Buckeye Region
 C. G. Magruder, Regional Manager—Southwestern Region
 A. L. Hunt, Superintendent—Transportation—Southwestern Region

- F. H. Hillgartner, District Sales Manager—Buckeye Region

INDIANAPOLIS

- H. H. Pevler, Vice Pres. and Regional Manager—Northwestern Region
 C. C. Kelsey, Manager—Freight Sales and Services—Southwestern Region
 C. L. Merryman, Passenger Manager—Southwestern Region
 W. P. Hammond, District Sales Manager—Southwestern Region

- J.A.Armento, Manager—Freight Sales and Services—Buckeye Region
 W. G. Presley, Passenger Manager—Buckeye Region
 A. C. Striebel, District Passenger Manager—Buckeye Region
 A. V. Hitchcock, District Sales Manager—Buckeye Region
 C. C. Kelsey, Manager—Freight Sales and Services—Southwestern Region
 C. L. Merryman, Passenger Manager—Southwestern Region
 W. P. Hammond, District Sales Manager—Southwestern Region

OFFICERS MAKING ONLY PART OF THE TRIP

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GETTING OFF

RICHMOND

- C. G. Magruder, Regional Manager
—Southwestern Region
- A. L. Hunt, Superintendent—Transportation—Southwestern Region

COLUMBUS

- W. G. Dorwart, Superintendent—Transportation—Pittsburgh Region

MINGO JUNCTION

- W. K. Chapman, Freight Traffic Manager—Pittsburgh Region
- H. H. Ramsay, Manager—Freight Sales and Services—Pittsburgh Region
- C. R. James, Passenger Manager—Pittsburgh Region
- C. F. Wolfinger, District Sales Manager—Pittsburgh Region
- B. F. Isenberg, District Sales Manager—Pittsburgh Region
- R. M. Harvey, District Passenger Manager—Pittsburgh Region

CONWAY

- M. S. Smith, Vice President and Regional Manager—Pittsburgh Region
- C. F. Wolfinger, District Sales Manager—Pittsburgh Region

PITTSBURGH

- H. H. Pevler, Vice Pres. and Regional Manager—Northwestern Region
- A. M. Harris, Regional Manager—Buckeye Region
- K. J. Silvey, Superintendent—Transportation—Buckeye Region

"WYE"

- H. L. Kimble, Asst. Superintendent—Transportation—Pittsburgh Region
- F. T. Brown, District Sales Manager—Pittsburgh Region
- B. F. Isenberg, District Sales Manager—Pittsburgh Region

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J. F. Piper, Jr., Superintendent—
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Transportation—Pittsburgh Region

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Manager—Pittsburgh Region

PHILADELPHIA

J. F. Piper, Jr., Superintendent—Trans-
portation—Philadelphia Region

PERSONAL NOTES