

Pennsylvania Railroad Technical & Historical Society
LINES WEST – BUCKEYE REGION CHAPTER

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Ron Widman, Lines West Buckeye Region Chapter Newsletter Editor

November, 2018 Chapter Meeting:

Our next Lines West meeting will be held on **Sunday, November 11, 2018, 1pm to 4 pm @ meeting room ‘B’ of the Upper Arlington Main Library –**

**2800 Tremont Road,
Upper Arlington, Ohio**

The meeting program will be presented by member Alex Campbell. A three part presentation -- **Tunnels, Trestles & Viaducts – The transition of High Street in the 1890s; Columbus Union Station before the Wrecking Ball;** and (time permitting) **Two Great Photographers Visit 1950s Columbus.**

As always, we encourage members to bring in models, photos and artifacts for display to the gathering.
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From *The Pennsy* Magazine Collection

The Pennsy magazine contains many facts and figures about PRR history regarding Columbus and the Ohio area, in addition to system wide coverage from the years 1952-1968.

Originated from Room 1417, Suburban Station Building in Philadelphia, the company magazine was sent out monthly to active and retired employees.

First published in June of 1952, *The Pennsy* was headed up by Editor Ik Shuman and seven staff members during 1953. The magazine writers and photographers would have undoubtedly traveled on PRR trains over the entire system producing one to four page stories on many topics. The company magazine informed every one of the latest equipment, developments and news related to the railroad.

All scans of *The Pennsy* are from the Ron Widman collection

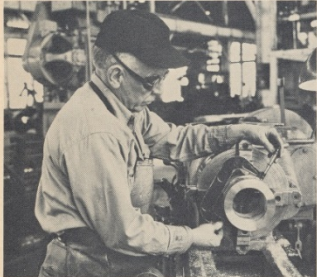
The PENNSY[®]

Magazine for the Pennsylvania Railroad Family

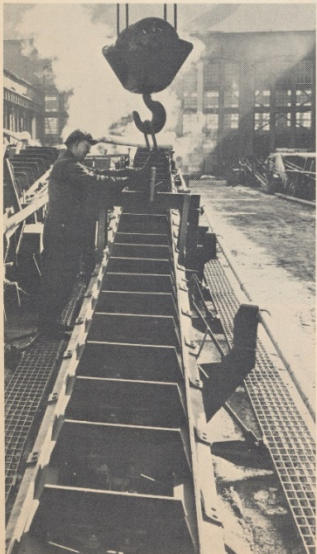
MARCH-APRIL 1964



Machinists Frank Pirc and Gail Cleveland put rollers on a dirt conveyor.



William W. R. Keagan uses a micrometer and lathe to make bushing for a shaft.



Dirt-car conveyor, after overhauling, is removed from shop by M. J. McGill.



At Conway, Fork Lift Operator R. R. Ross unloads wood flooring from an S-car.

S-Cars Speed PRR Supplies

Boxcars wearing a big yellow S are part of the "New Look" on the PRR. These "S-cars" are assigned to distribution of the tens of thousands of items, from journal pads to coupler pins, needed by the Railroad for day-to-day operations.

In speeding the delivery of such items to Railroad consuming points these PRR cars help Railroaders to avoid over-ordering and to keep inventories down—all part of the "New Look" goal.

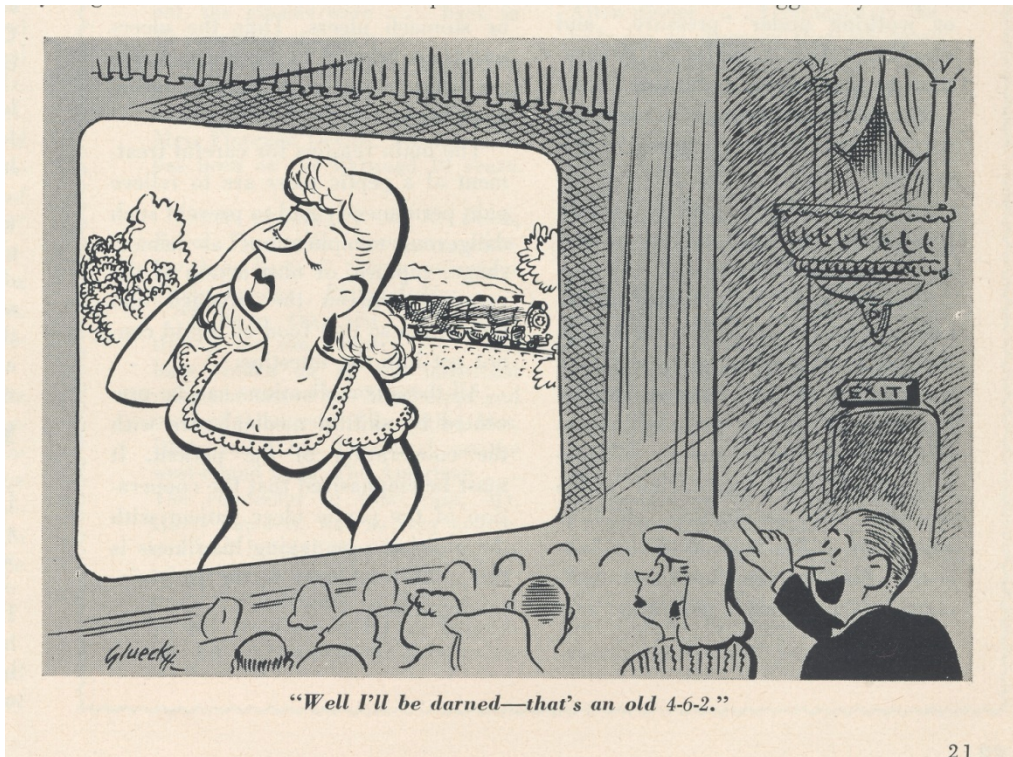
A fleet of 165 S-cars is now assigned to the Material Management Department (formerly the Stores Department). They are scheduled to make 100 runs weekly from 26 distribution points, through which PRR supplies and materials flow.

"It is essential that these S-cars move on schedule and only on SK-35 shipping papers," states Edward J. Gentsch, manager of materials. "All of these cars are run on a tight

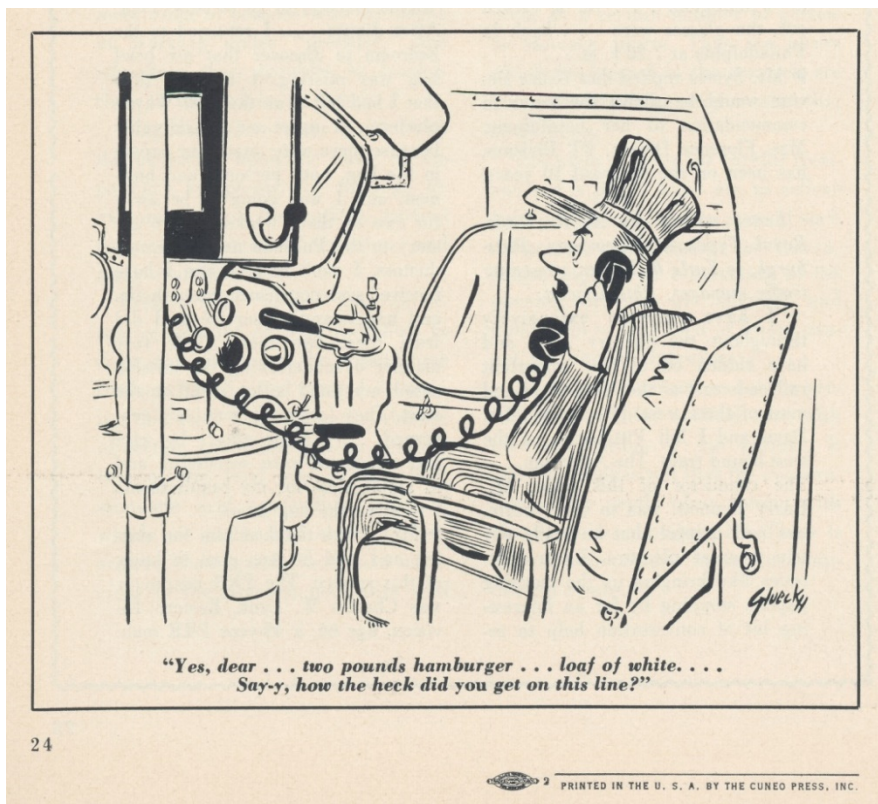
schedule, and so all concerned should unload, reload and speed each car on its way. With the cooperation of everyone, we can assure a smooth flow of supplies and materials where and when needed by PRR maintenance people to keep equipment and facilities in top condition."



In Philadelphia, Material Distributor D. W. Campman traces moves of S-cars.



'The Pennsy' November 15, 1966.



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