

Pennsylvania Railroad Technical & Historical Society

LINES WEST – BUCKEYE REGION CHAPTER

****** Bulletin No. 2018-03 September 2018 ******

Ron Widman, Newsletter Editor

Sept., 2018 Chapter Meeting:

The Next Lines West meeting will be held on **Sunday, Sept. 16, 2018, 1:00pm to 5:00 pm in meeting room “B” of the Westerville library –**

**126 S. State Street
Westerville, Ohio**

The library has a parking garage, which is usually full. However, there is a large parking lot behind the library, which is near the library entrance.

The library opens at 1:00 pm. We are responsible for setting up the room in the configuration we want. The library provides three tables and twenty five chairs in the room. We will plan to start the business meeting at 1:30 pm (using the time from 1 to 1:30 for room set up and socializing.)

The program following the meeting will be a power point presentation by Westerville resident **Dennis Fravel**. His subject is Westerville and the C.A.&C. Railroad (P.R.R. Akron Branch in more modern times).

BRING YOUR MODELS, PHOTOS AND ARTIFACTS

As always, we encourage members to bring in models, photos and artifacts for display to the gathering.

THE AGE OF STEAM ROUNDHOUSE TOUR

The Buckeye Chapter's Age of Steam Roundhouse tour is scheduled for noon on Sept. 15th. This is NOT an OPEN TO THE PUBLIC date. The roundhouse is located 7 miles east of Coshocton and then 11 miles north on St Rt 93 just north of Baltic Ohio and south of Sugar Creek.

No one under age 5 is allowed on the tour. Ages 5 thru 10 are admitted free. There is a \$20 fee for the rest of us to cover weekend staffing. See Age of Steam Roundhouse on the internet for more information, and to preregister. You MUST have preregister for any tour, as they need to have enough staffing available. For this tour the reservation cut off was Sept. 7th.

Our meeting spot, prior to the tour, is the visitor center. Be sure to bring your camera, and good solid shoes. The tour covers a quarter mile, and takes a minimum of an hour and a half.

CRESTLINE HISTORICAL SOCIETY & MUSEUM



The Crestline Historical Society & Museum grand opening of their new museum building is scheduled for Friday and Saturday, Sept. 21-22, 2018. The Crestline Harvest Festival will also be held the same two days.

Photo by Ron Widman

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.

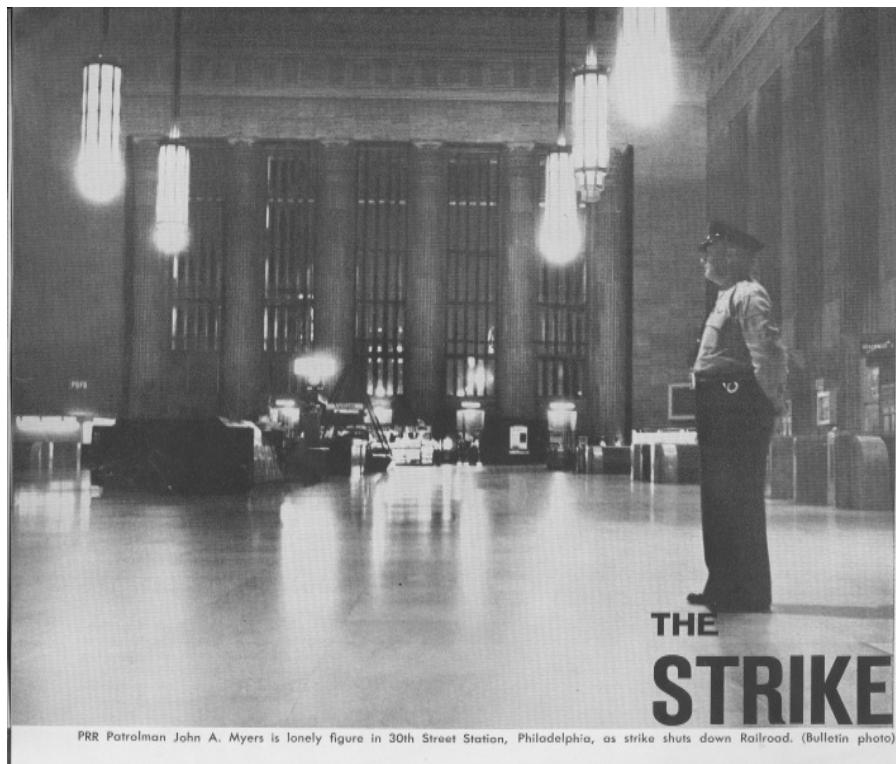
Originated from Room 1417, Suburban Station Building in Philadelphia, the company magazine was sent out monthly to active and retired employees. First published in June of 1952, *The Pennsy* was headed up by Editor Ik Shuman and 7 other members during 1953. The magazine writers and photographers would have undoubtedly traveled on PRR trains over the entire system producing 1 to 4 page stories on many topics. The company magazine informed every one of the latest equipment, developments and news related to the railroad.

The Pennsy also printed photos, news of employees at work, new operations, employee outings, hobby's and cartoons in addition to the column *Mileposts on the Pennsy*, focusing on the PRR's 100 + year history.

THE PRR 12-DAY STRIKE - SEPTEMBER, 1960

From *The Pennsy Magazine*

Nov. - Dec. 1960



Diesel locomotives made idle by the shopmen's strike are lined up in forlorn rows at East Altoona. (Don Wood photo)



When the effects of the shopmen's strike were tallied on September 13, the figures looked like this:

The PRR had lost about \$40 million in revenue.
 PRR employees had lost about \$14 million in wages.
 138,000 daily passengers had been inconvenienced.

Almost 50,000 loaded freight cars had been stranded, and many industries had been forced to reduce operations and lay off employees.

Such was the story at the end of the 12-day strike. But the story didn't end there. During the following weeks, it became clear that business wasn't springing back to satisfactory levels. Some shippers and passengers who had been forced to find other means of transportation didn't come back to the PRR.

The depressed business situation, plus the financial losses caused by the strike, prevented the Railroad from restoring employment to the pre-strike level. The average employment figures on the PRR for the month before and the month after the strike were as follows:

August —73,846 employees
 October—69,800 employees



Delay in delivery of auto frames slows or shuts down automobile assembly plants.

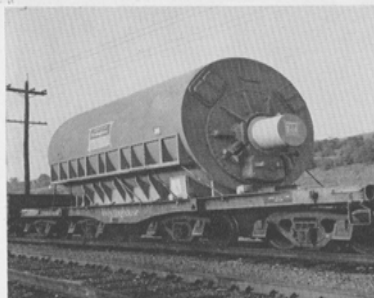


Almost 50,000 loaded freight cars are stranded short of destination by strike.

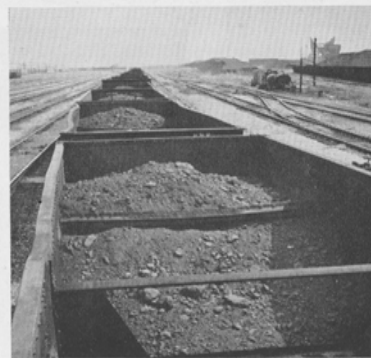
VITAL SHIPMENTS ARE STRANDED



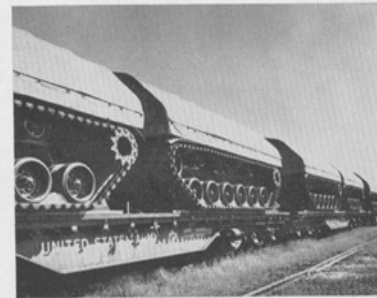
Pile-up of loaded hoppers creates shortage of empties, causes coal mines to close.



Generator headed for power plant in California is strike-bound at Conway Yard.



Iron ore arriving by ship at Philadelphia is loaded into hoppers, then has to wait.



Army tanks headed for a New Jersey arsenal come to dead halt at Morrisville.



Car Records Office is deserted as key-punch clerks are made idle by shopmen's strike.

EMPLOYEES FIND THEMSELVES DERAILED



At Cresson, Agent A. C. Litzinger helps men file for benefits. (Main-Liner photo)



PRR arranged for local banks to distribute paychecks. PRR men are shown lined up at bank in Columbus, O. (Columbus Dispatch photo)

The Pennsy Magazine from the Ron Widman collection.

THE BUCYRUS TELEGRAPH-FORUM

TELEGRAPH - FORUM
Your Freedom Newspaper

CYRUS, OHIO, THURSDAY, SEPTEMBER 1, 1960

EIGHTEEN PAGES

YOUR FREEDOM
NEWSPAPER

Today's Thought
A man is called selfish, not for pursuing his own good, but for neglecting his neighbor's. — Richard Whately.

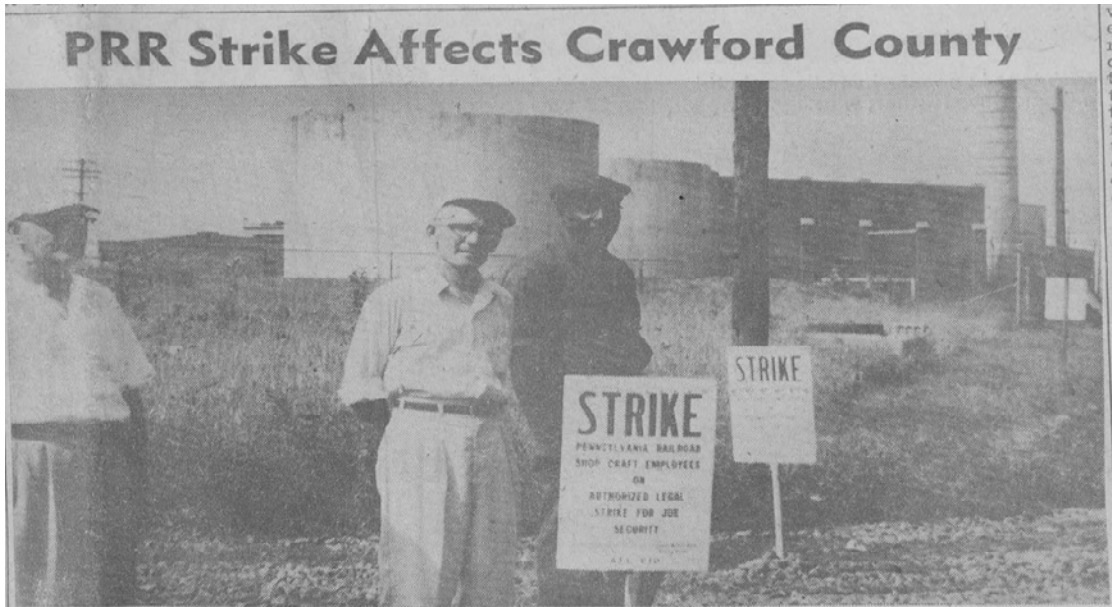
PRICE: SEVEN CENTS

PRR Shut Down For First Time In History As Strike Begins

No Trains Move; Every Hr. Adds To Impact On East's Industry, Nation's Commerce

PHILADELPHIA (UPI) — On the 111th anniversary of its first train the Pennsylvania Railroad shut down today

New Furnace Will Double Crawford Steel's Capacity



Pennsylvania Railroad operations here and in the entire area have been suspended. Station Agent John R. Winsley here said today that never before has such a full scale shut-down developed. He said that all passenger, freight and crossing personnel are idle. The only men yet working are the track supervisor, the assistant trainmaster and train house foreman at Crestline. He said that an agent will be kept active each shift in Crestline because of the joint facilities with the New York Central Railroad. Agent Winsley revealed that the shut-down effective midnight last night, may harm the PRR's business because those businesses using railroad service will now have to find some other medium of transportation and may stay with that service after the PRR is back in operation. Meanwhile, strikers at the PRR roundhouse at Crestline block all of five entrance ways with picket lines and signs. The signs carried are all of the same type, printed, saying "STRIKE, PRR shop craft employees on authorized legal strike for job security." In the background of the above photo is the Crestline PRR roundhouse with the familiar smoke stack. One striker said that although he has been on strike several times during his 42 years with PRR, this is the first time the shop had been completely closed. He said that there were four working in the roundhouse, all supervisors. However, the striker declined to disclose anything further because the strikers were "told not to talk - - it would be strikes against us." The strike is idling 400 in Crestline, where the striking Transport Workers Union represents 141 employees, including car repairers, electricians, boiler-makers, car cleaners, helpers and laborers and the striking System Federation represents 68, including machinists, sheet metal workers and helpers. (T-F Photo.)