

A pictorial review of progress



on the Pennsylvania



MARCH, 1953

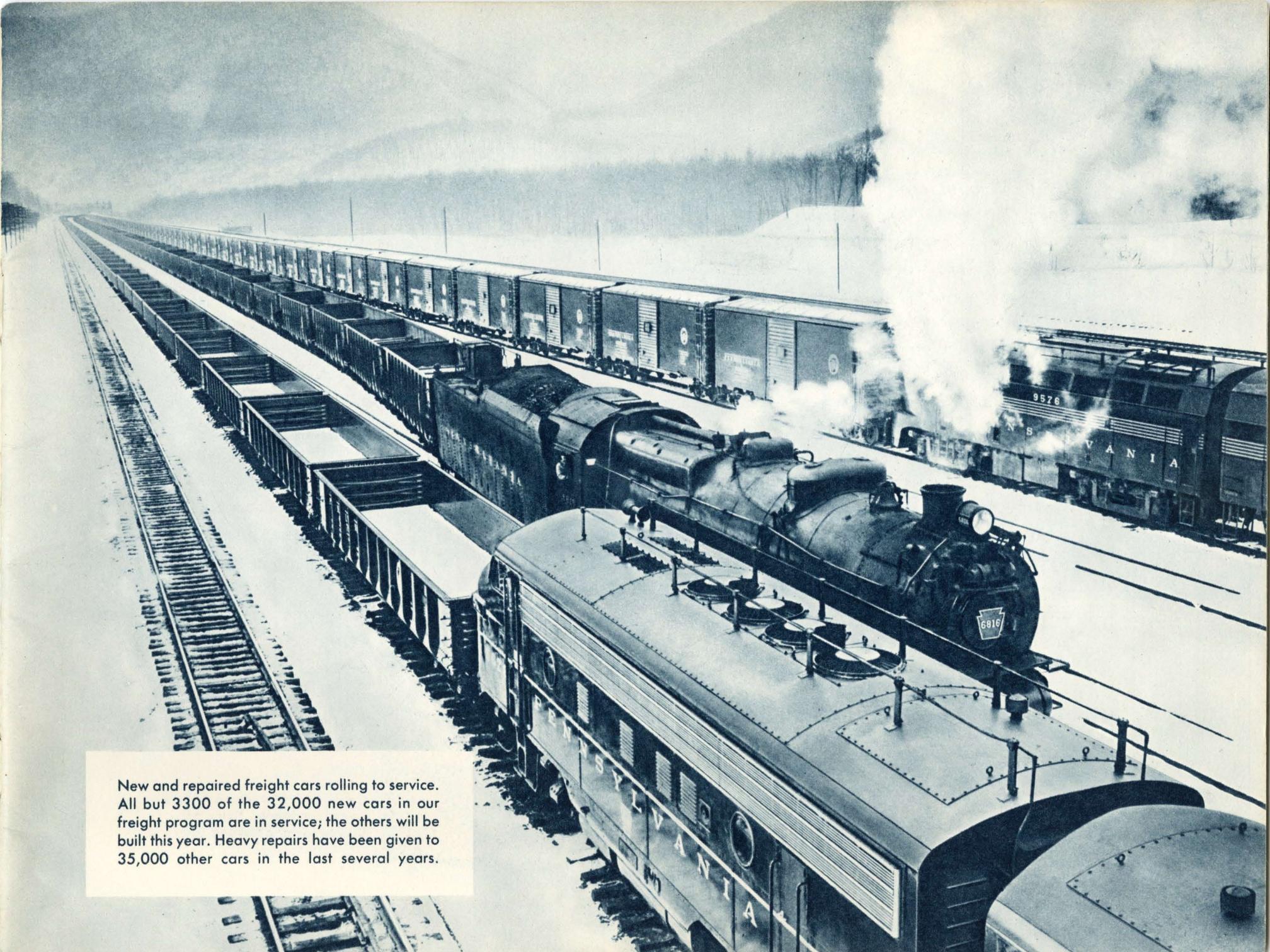
IN the last several years, in addition to our huge locomotive and car improvement program, we have gotten underway, as money has been available, many yard, terminal, line and maintenance improvements in all parts of the railroad to provide better service and reduce the costs of operation. Some of these projects have been completed, others are now actively underway, and still others are in the planning stage. They all add up, with the equipment program, to a broad advance by the Pennsylvania in gearing the property to the present and anticipated needs of business and industry and the traveling public, and the requirements of national defense. The railroad's property must be constantly renewed and bettered for its job, and investment in these improvements is assurance that our competitive position and earning power will be maintained

and enhanced in the light of ever-changing conditions. We believe you will be interested in looking over the following pages of photographs, showing some of the projects in this program about which you may have read and heard but many of which do not meet the eye from the train window. Their scope and variety may surprise you. Improvements now underway in our physical property, aside from equipment, total \$133,000,000, and \$57,000,000 is scheduled to be spent in the current year on this work. This money has been provided from the company's own resources, requiring no new financing.

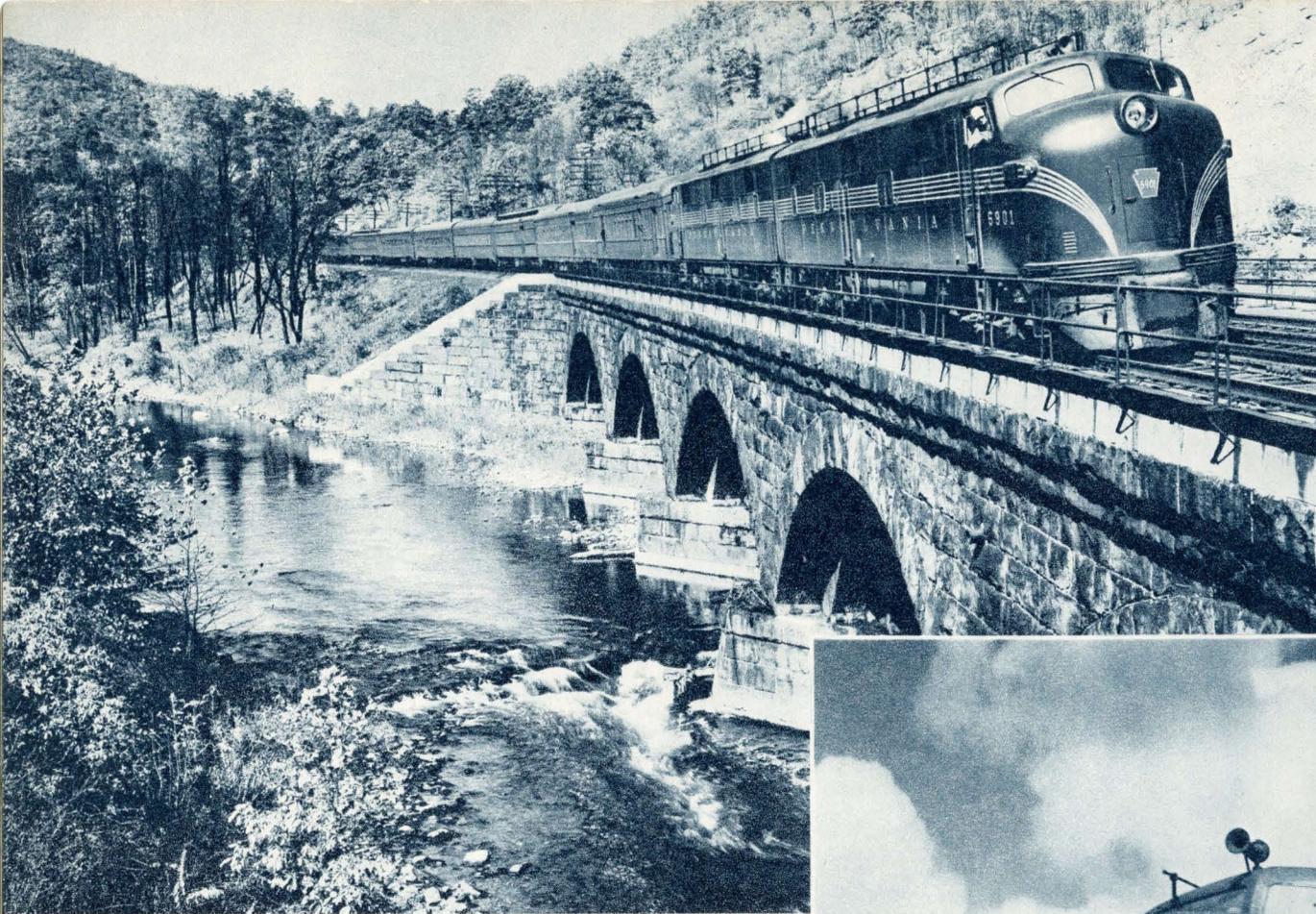
You will be interested, too, we believe, in some of the other photographs showing advances being made in various areas of railroad operation and service, including the important training work among the employes.



Suburban Station Building in downtown Philadelphia. Home office for The Pennsylvania Railroad Company.



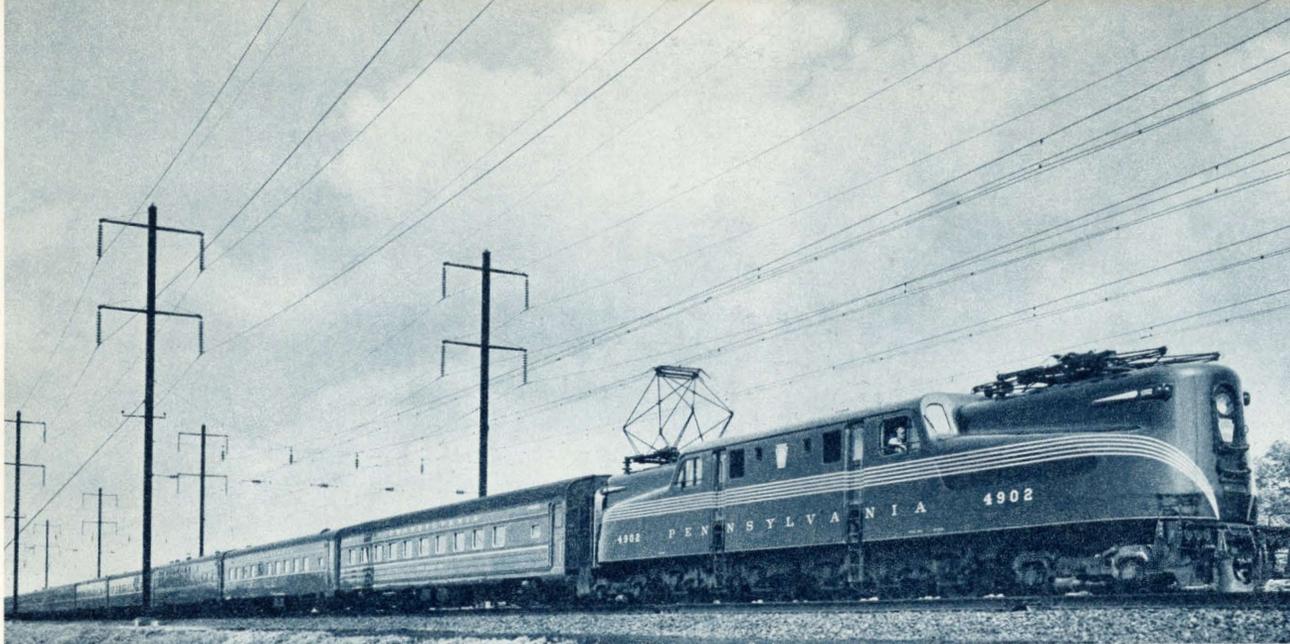
New and repaired freight cars rolling to service. All but 3300 of the 32,000 new cars in our freight program are in service; the others will be built this year. Heavy repairs have been given to 35,000 other cars in the last several years.



Our great fleet of East-West passenger trains is now equipped with the latest types of overnight coaches, sleeping, lounge and dining cars, and is drawn by modern diesel-electric locomotives west of Baltimore and Harrisburg. This is the New York-Washington-St. Louis "St. Louisan" crossing the Little Juniata River in central Pennsylvania. We now have in service 316 passenger and freight road diesel-electric locomotives, in addition to 1,032 diesel switching locomotives—a total of 1,348 diesel-electric locomotives.

About 82% of our freight service is performed by modern diesel-electric or electric locomotives, as is 96% of passenger service and 91% of switching. This three-unit, 6000 horsepower diesel-electric freight locomotive (right) is shown pulling a fast, through train near Chicago. At the end of its run it will be inspected, serviced and started on a return trip much more quickly and efficiently than could the several steam engines it replaces.



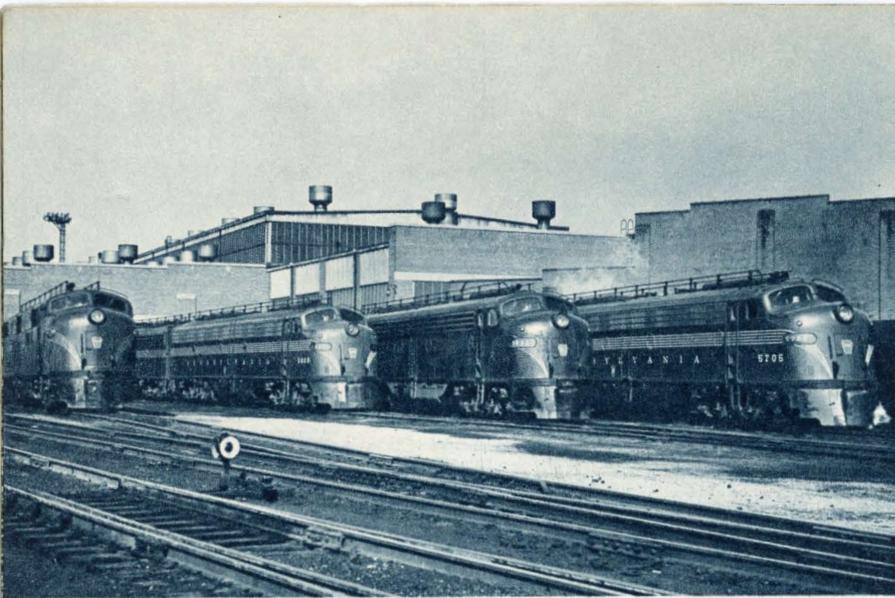


Our eastern electrified territory, extending from Harrisburg, Pa., to the Atlantic seaboard, is the most efficient heavy duty railroad operation in the country. Here is the new all-room "Broadway Limited" crossing New Jersey on its way from New York and Philadelphia to Chicago, drawn by one of our one hundred electric passenger locomotives. Suburban commuter services are provided by a fleet of 547 electric cars and trailers.



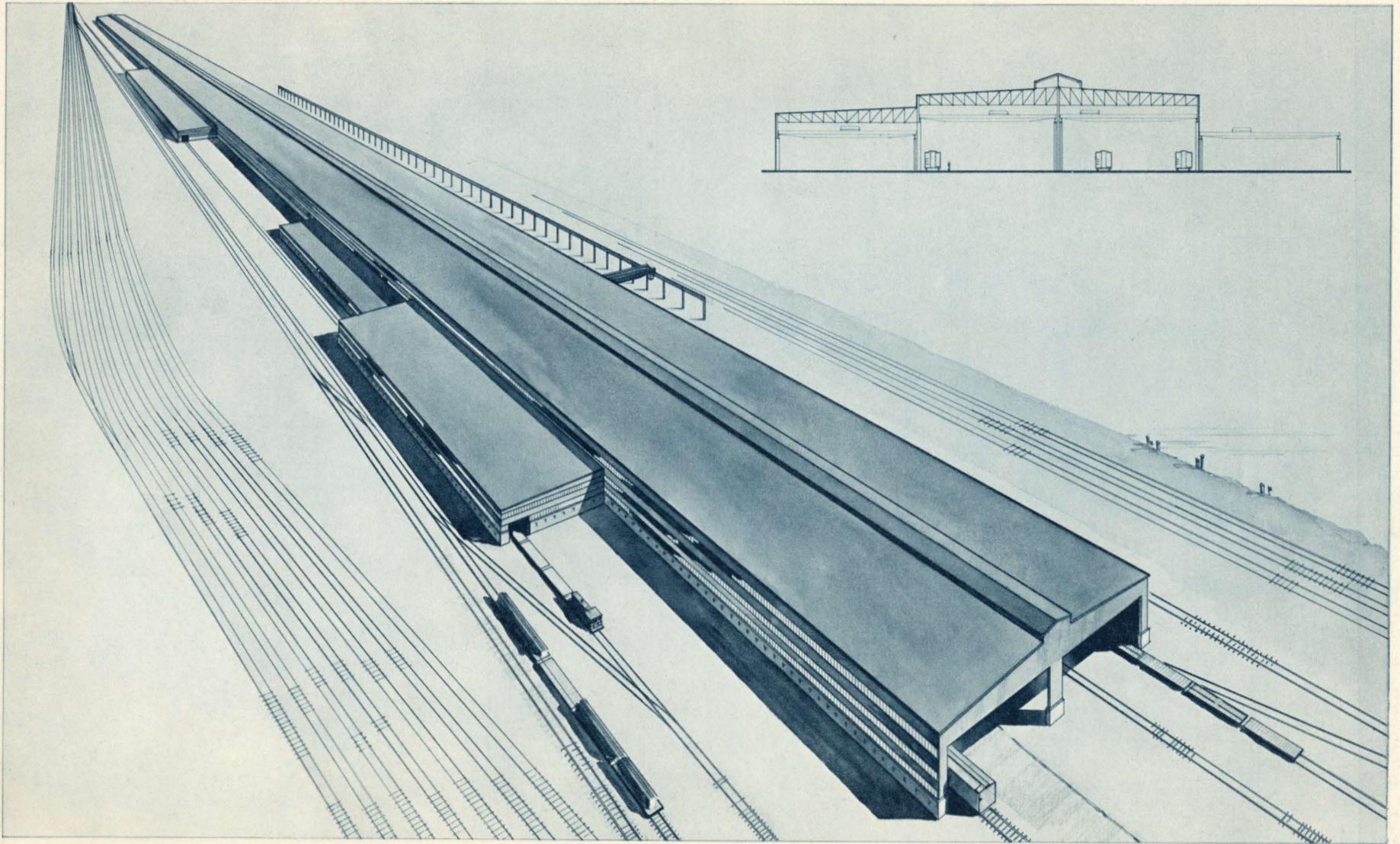
Research to gain still more efficiency from electrification continues. At right, is a new electric freight locomotive employing the first successful application of the ignitron rectifier, an electronic principle using large mercury arc tubes to convert alternating current, more efficiently transmitted, to direct current, utilized more readily by traction motors. Other new types of electric motive power are also being tried in service.





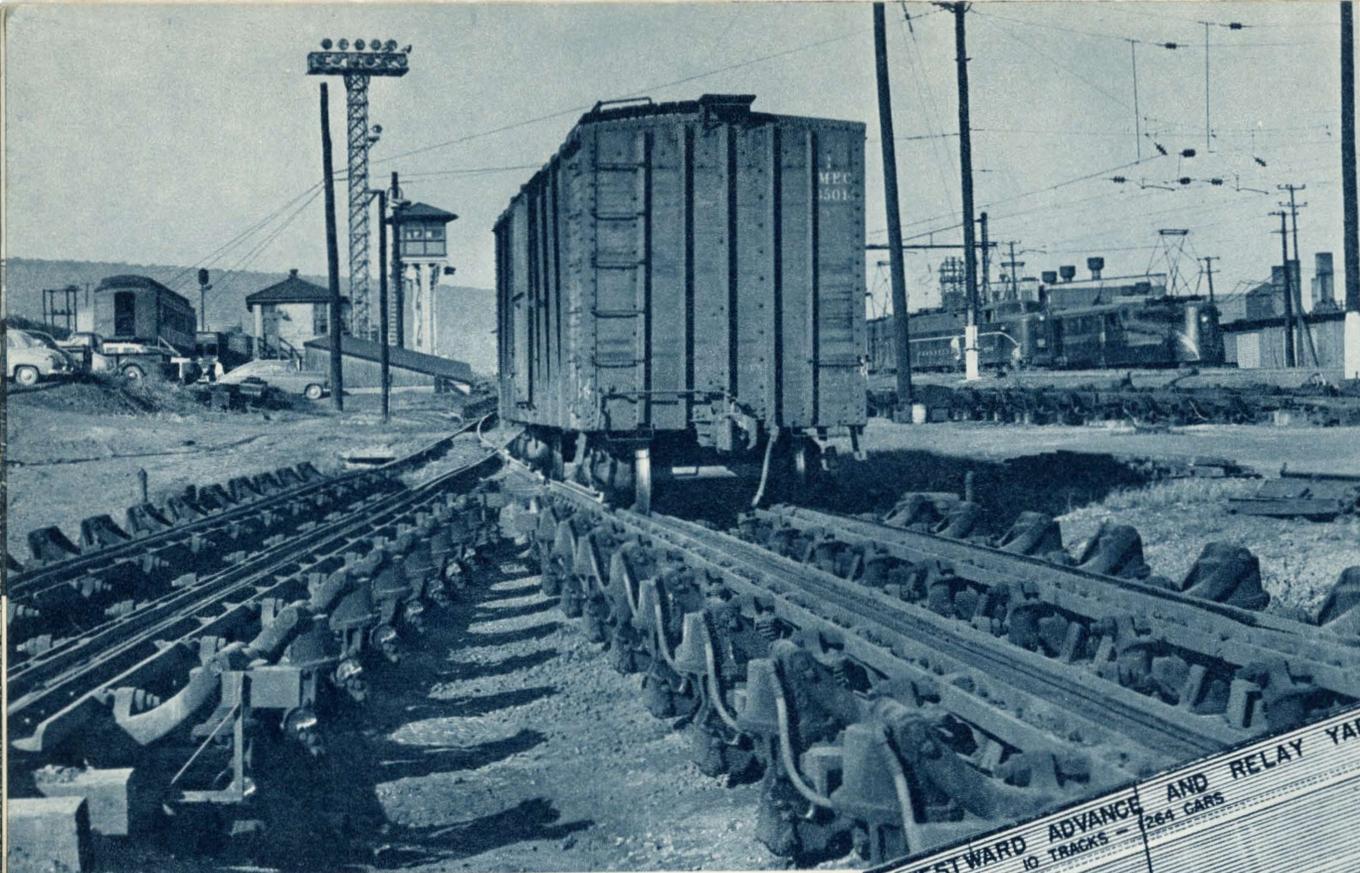
Ready to go at the touch of power. Modern servicing and repair facilities are provided to maintain our locomotive fleet at top operating efficiency. Above are passenger diesels at the new Harrisburg diesel terminal, and similar facilities for freight diesels are at nearby Enola yards. Heavy diesel repairs are made at the Altoona Works (right). Electric locomotives (below) are maintained at Wilmington, Del.



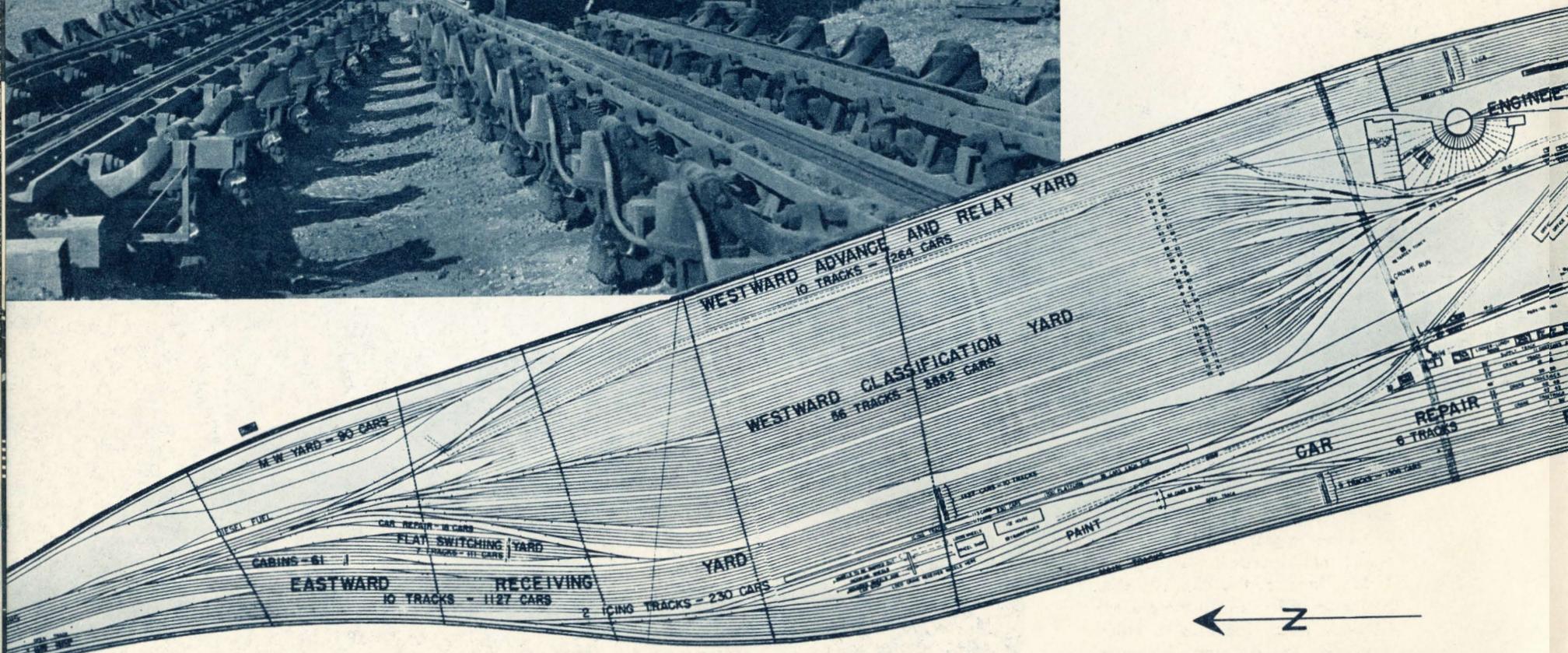


Work has begun on the new Samuel Rea freight car repair shop, the country's largest, at Hollidaysburg, Pa., near Altoona. The structure, depicted above, will be 2,460 feet long, 54 feet high and vary in width from 270 to 180 feet. Named for the ninth president of the railroad, who was born in Hollidaysburg,

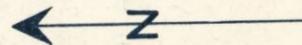
the shop will turn out 50 repaired cars a day with new efficiency on three assembly lines, when it is finished in 1954. It will cost \$12,800,000. Cars entering the shop from main line service in the morning will be ready for road use the same day. New paint will be dried quickly under infra-red lamps.

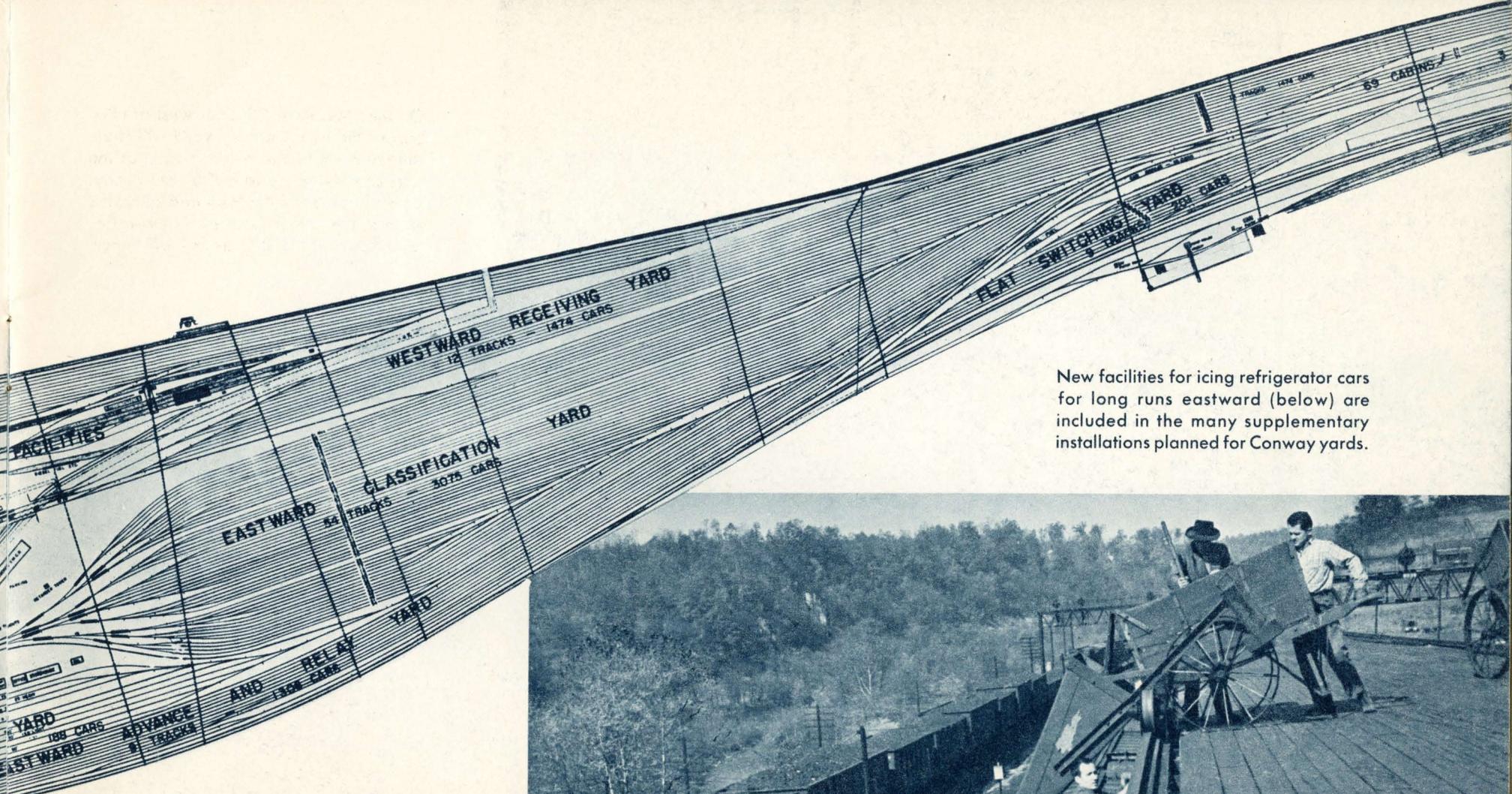


On the Ohio River 22 miles west of Pittsburgh, the new Conway yard will triple the capacity of the present yard at the site, classifying up to 8000 cars a day. Yard will be 3½ miles long and 85 tracks wide at the center, as shown below. Car retarders (left) will increase efficiency.



OHIO RIVER

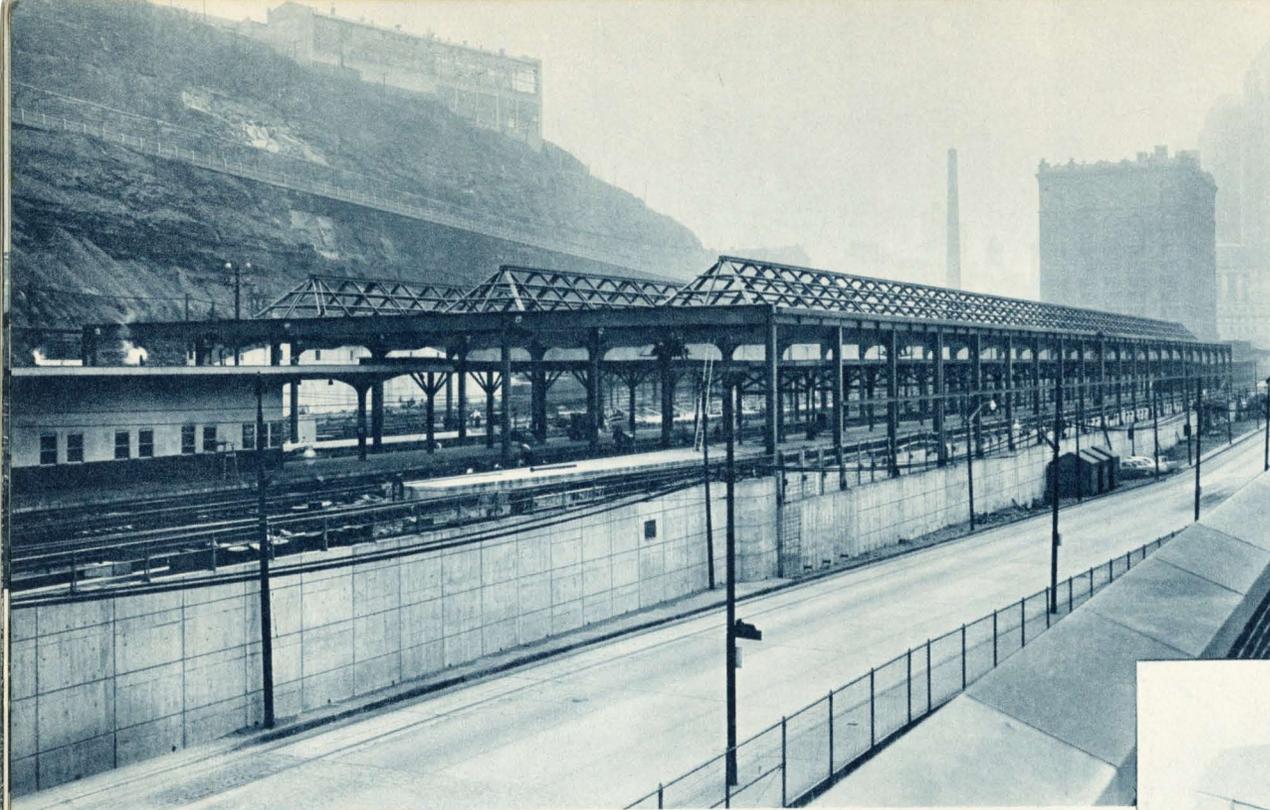




New facilities for icing refrigerator cars for long runs eastward (below) are included in the many supplementary installations planned for Conway yards.

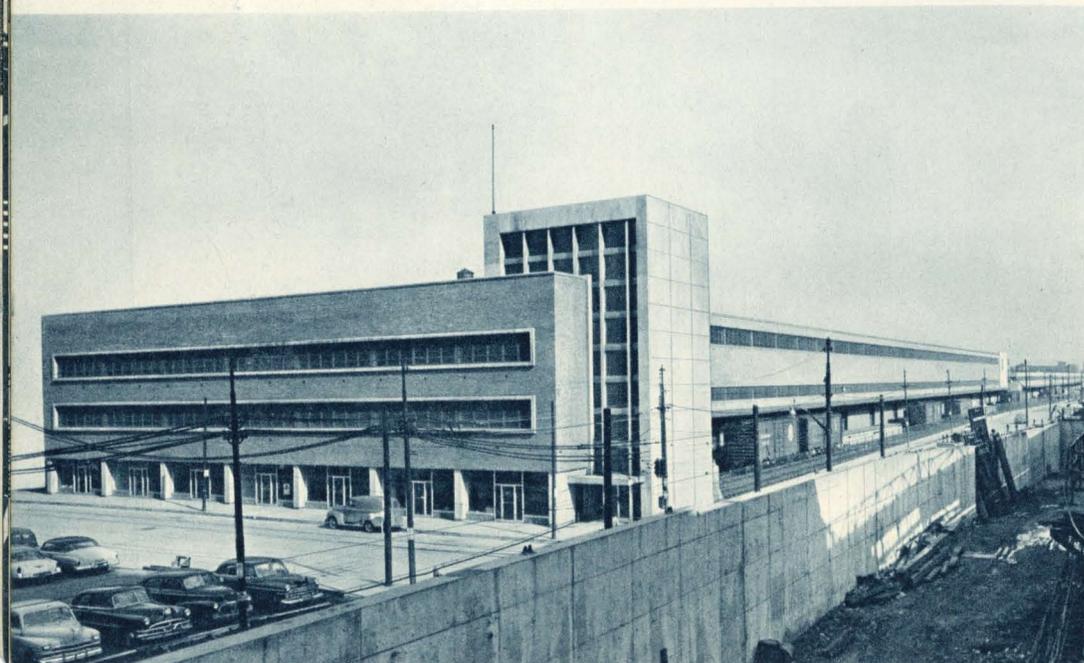
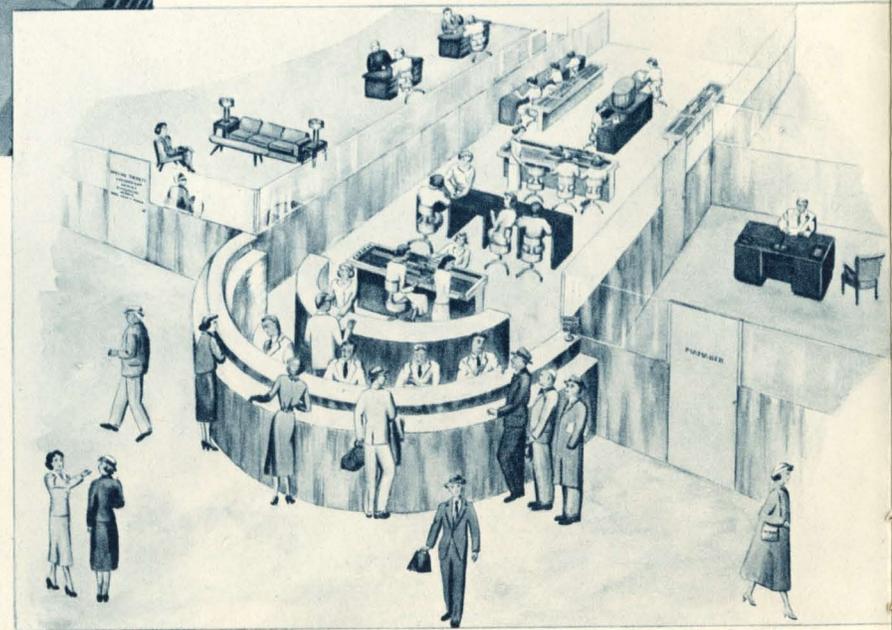
Through East-West and Pittsburgh area freight traffic will be handled more quickly and economically when this largest of Pennsylvania's classification yards is completed in 1955. Plans for the \$34,200,000 project include moving the present Conway scrap facilities to Hollidaysburg for greater efficiency.



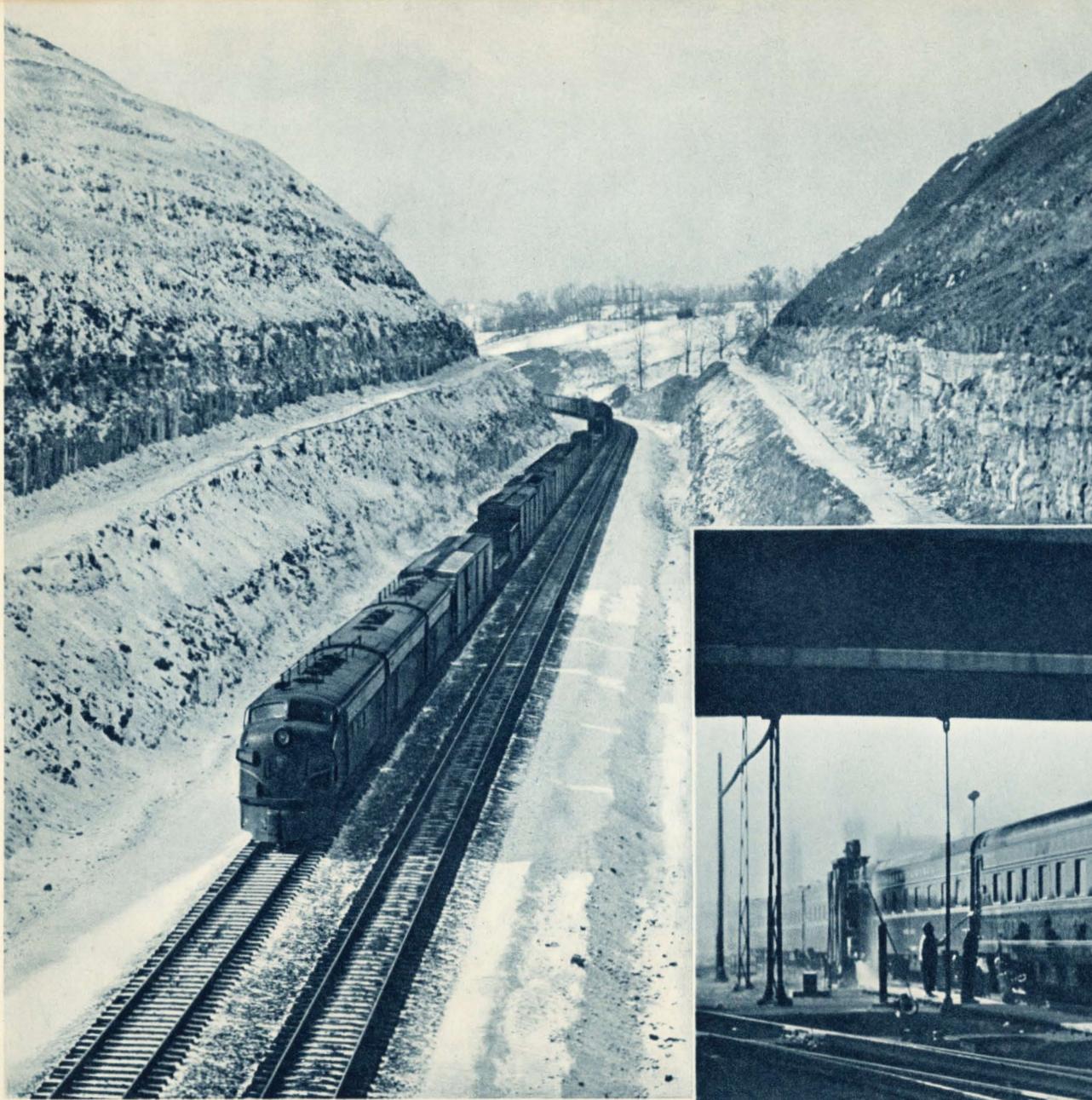


Extensive improvements to Pennsylvania Station, Pittsburgh, for better service and lower costs are well under way. At left is a view of the modern steel and glass coverage being installed over lengthened platforms and rearranged tracks, replacing the old arch trainshed. The station building (center) and its approaches will be extensively modernized. Work will be completed in about two years.

A new system to speed up ticket sales and space reservations is being tried in our Pittsburgh station. Below is how the artist sees the new sales office in operation.



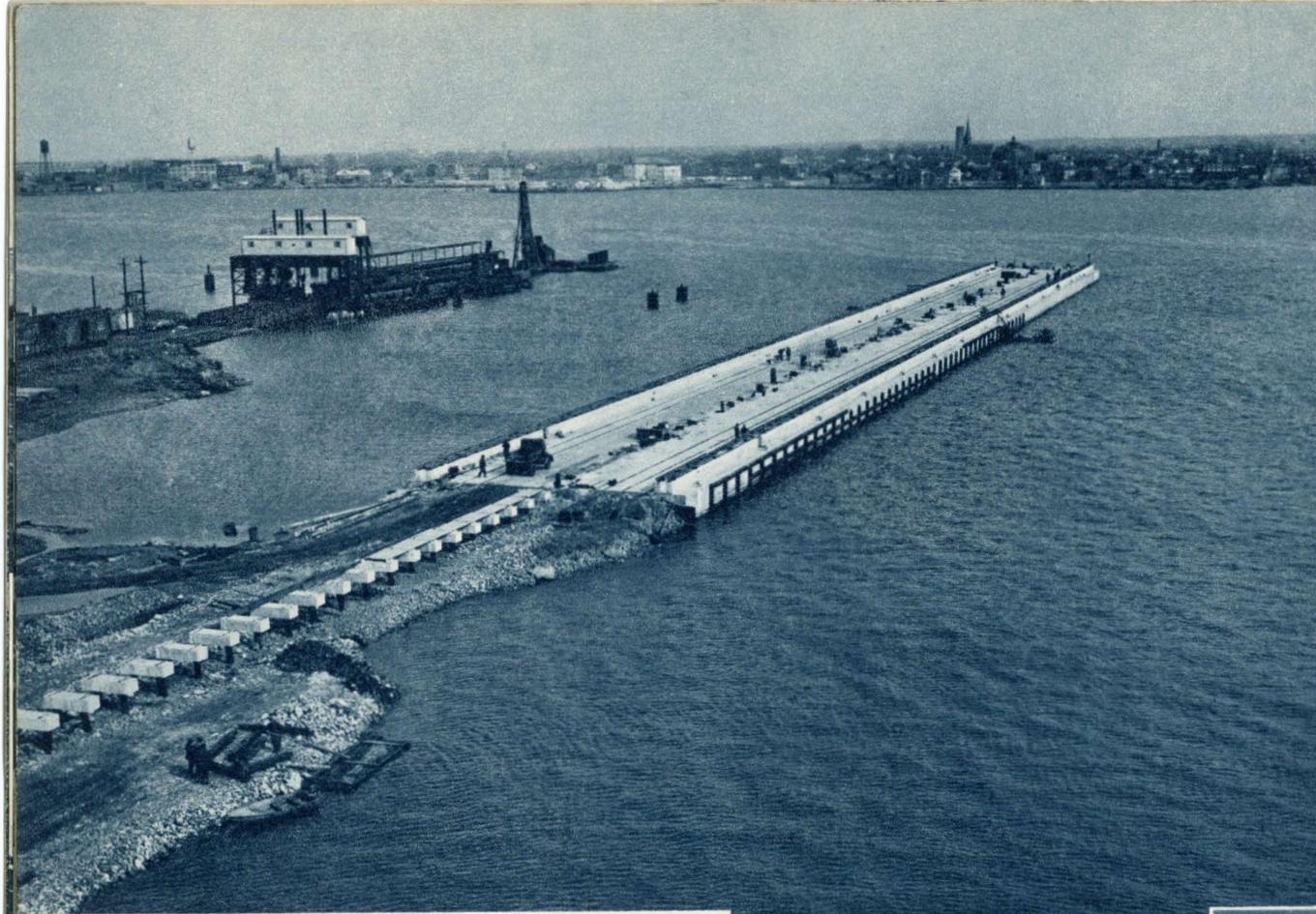
Adjacent to Pennsylvania Station, Pittsburgh, is our huge new warehouse for freight handling and storage. Costing \$5,100,000, it can load and unload 46 cars simultaneously.



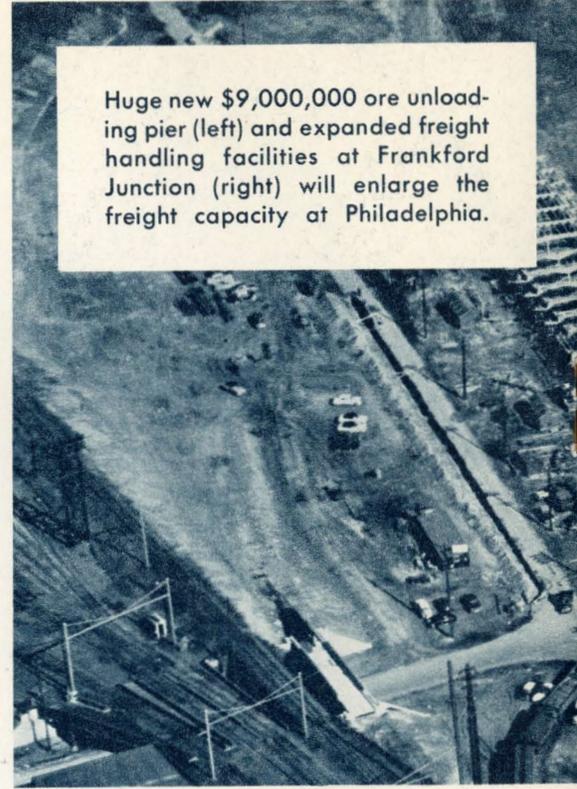
Here in Ohio (left) what was once a small tunnel is now an open cut through which East-West trains roll. Until recently, extra-large freight cars and loads had to be switched out of trains and detoured hundreds of miles due to tunnel restrictions. Six such tunnels were eliminated in the area at a cost of \$10,600,000.



Modern mechanical car washers, largely automatic in operation, keep trains cleaner as they roll through them in principal terminals. Whole trains are quickly scrubbed and rinsed clean.

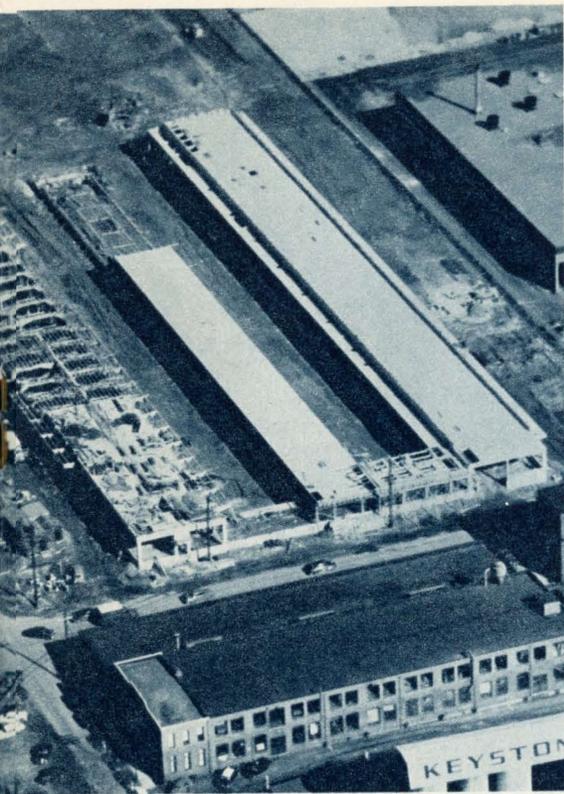


Huge new \$9,000,000 ore unloading pier (left) and expanded freight handling facilities at Frankford Junction (right) will enlarge the freight capacity at Philadelphia.

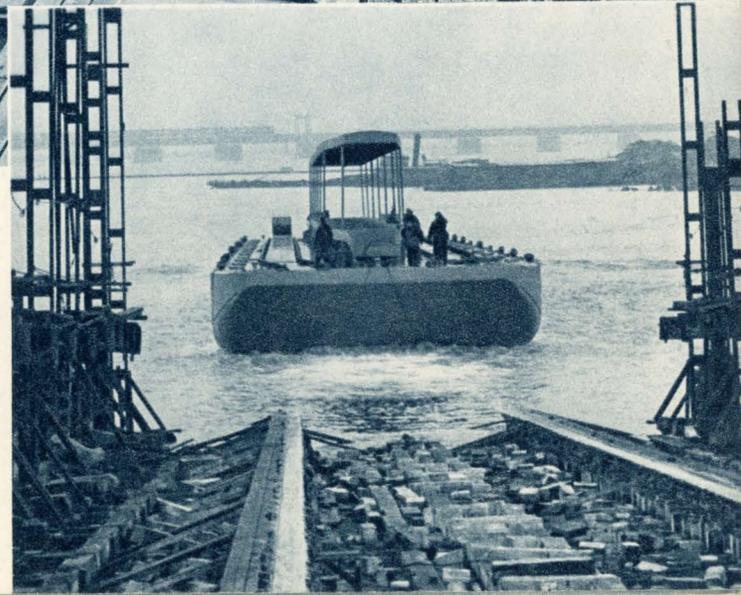


New \$1,000,000 bridge crosses the Delaware River at Roxburg, Pa., (left) to serve a large power plant and potential industrial development in the upper Delaware Valley. Bright new coffee shop-tavern car (right) provides quick meal service. Many new dining cars are now in operation.





Serving the rapidly growing industrial area in the Delaware Valley, Morrisville Yard (above) is being expanded and improved at cost of \$9,300,000. Left: new ultra-modern mid-town ticket office in Philadelphia. Right: one of six new steel car floats takes the water in New York Harbor.



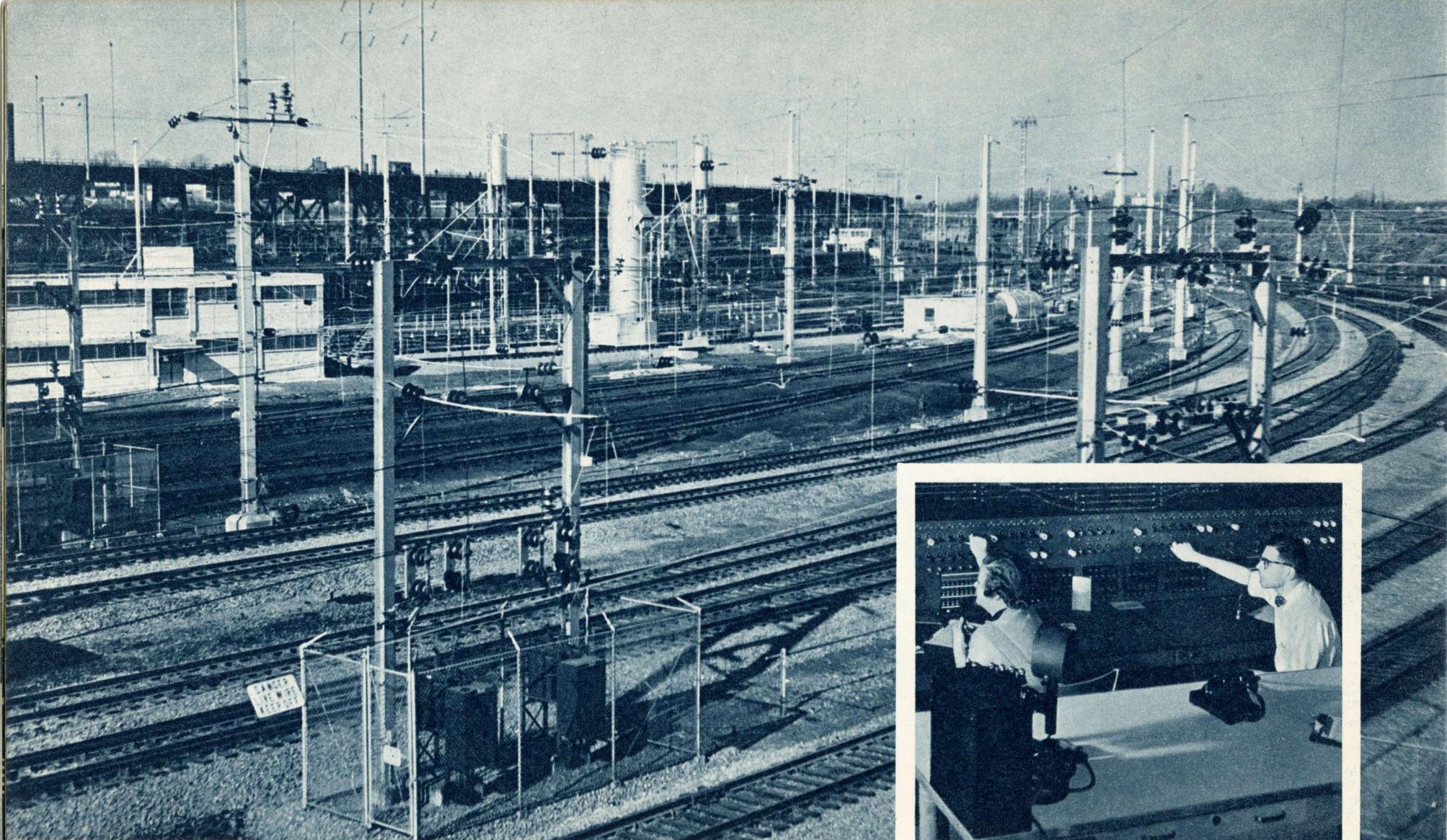


Famed old Broad Street Station, Philadelphia

CULMINATING passenger terminal improvements in Philadelphia, old Broad Street Station, the roof of which is shown at bottom right, with train platforms beyond, was closed last spring. Train service was transferred to the great new Pennsylvania Station at 30th Street, shown in the distance, with improvements and expansions there costing \$11,300,000. The old station with its yards and tracks has been removed as shown on the opposite page, clearing a large area in the heart of downtown Philadelphia. Plans for the development of this valuable property are being advanced and are expected to be concluded in the near future. To the right of both pictures is our modern Suburban Station Building, and the extension of track capacity in this "below street level" terminal is included in the program.







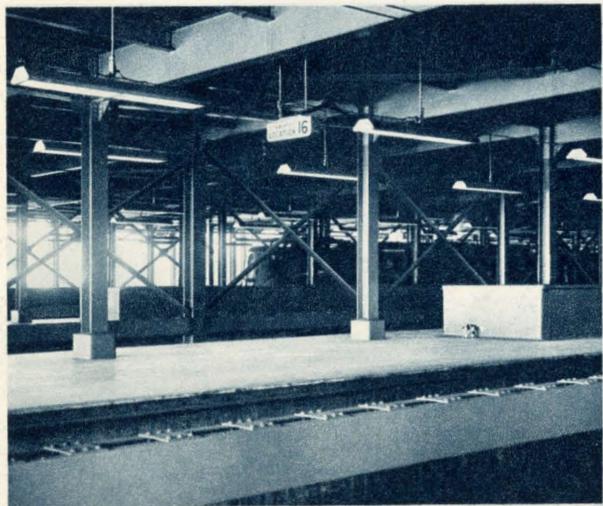
With the closing of Broad Street Station, Pennsylvania Station at 30th Street became our main passenger terminal in Philadelphia. Above is shown some of the track re-arrangement and new servicing facilities built in the terminal area to accommodate the additional trains previously originating and terminating at the old station. The tracks in the foreground lead toward New York City and the West, and in the background are shown new facilities for servicing electric locomotives.



The inset above shows the new control center at Pennsylvania Station which directs the flow of passenger train service in and out of the expanded terminal area. The operators are controlling the interlocking machine which sets signals and moves switches for trains using the lower of two track levels.

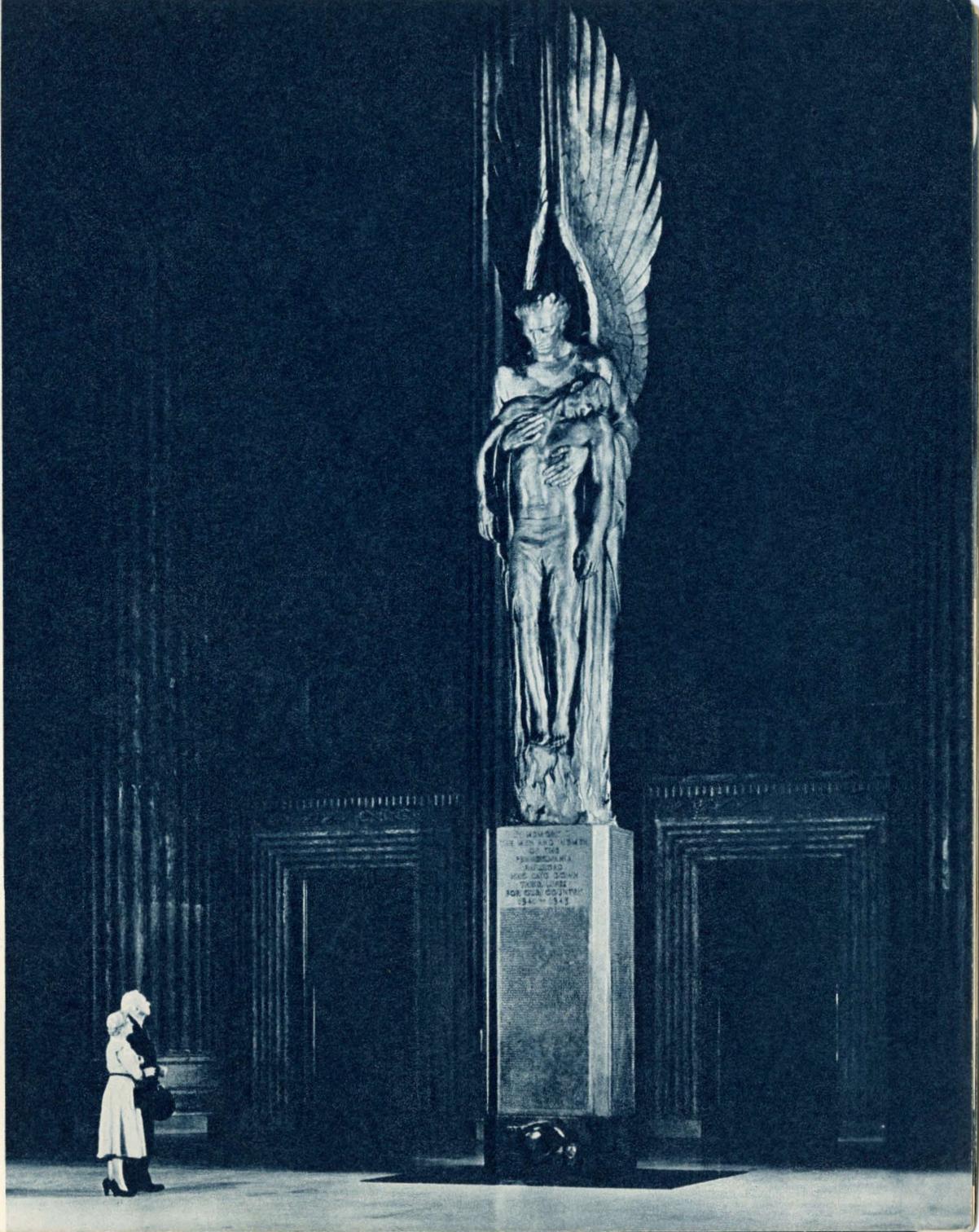


Close-up view of Pennsylvania Station, one of the country's most beautiful and efficient terminals.



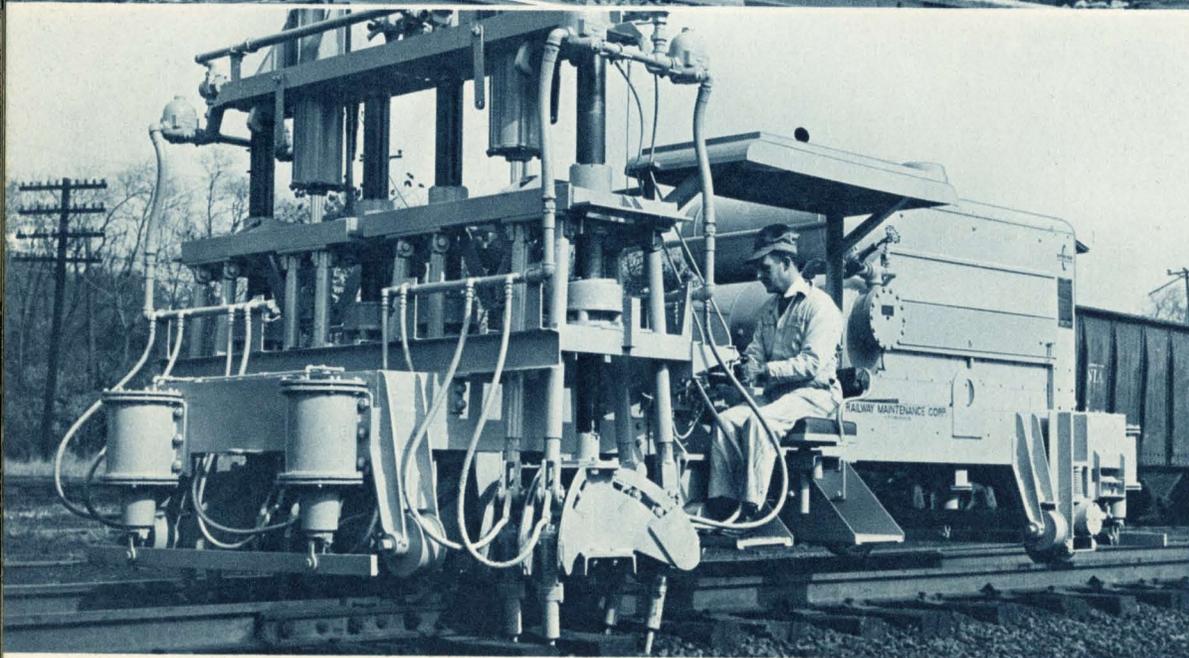
A glimpse (above) of extended platforms and new lighting on the lower level at Pennsylvania Station.

This beautiful memorial in the station concourse honors the 1307 men and women of the Pennsylvania who laid down their lives in World War II.



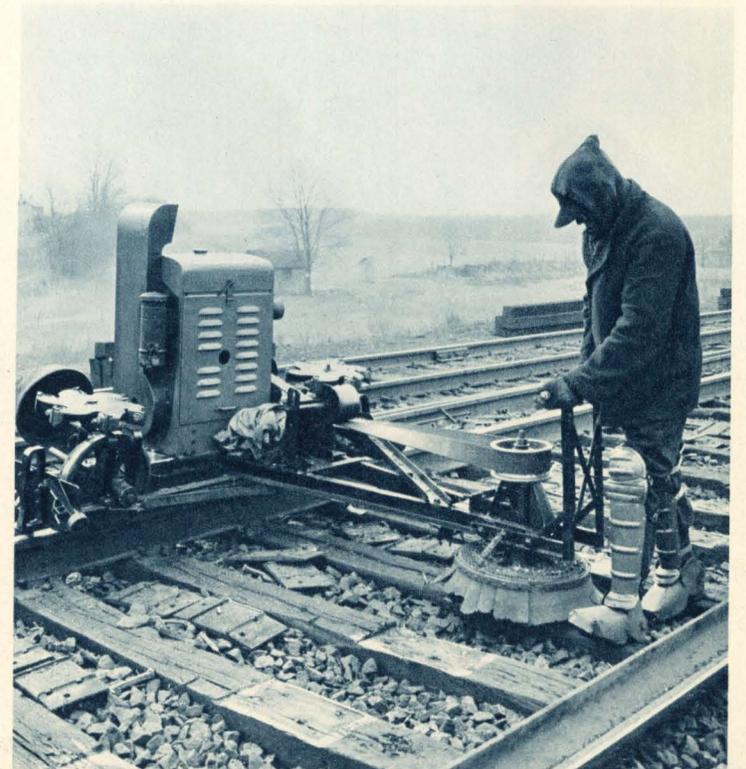


The old spike hammer has given way to this self-propelled pneumatic machine equipped with individual compressed air driven spike drivers.



Modern machine methods in track maintenance produce better work faster and at lower cost. Above is a ballast tamper which tightly compacts the stone ballast underneath the ties.

The mechanical adzler (right) levels the surface of the tie, providing an even bed for tie plates.





Mechanization speeds work in freight stations, betters service and cuts cost. This is a modern 1-ton fork lift truck in action.



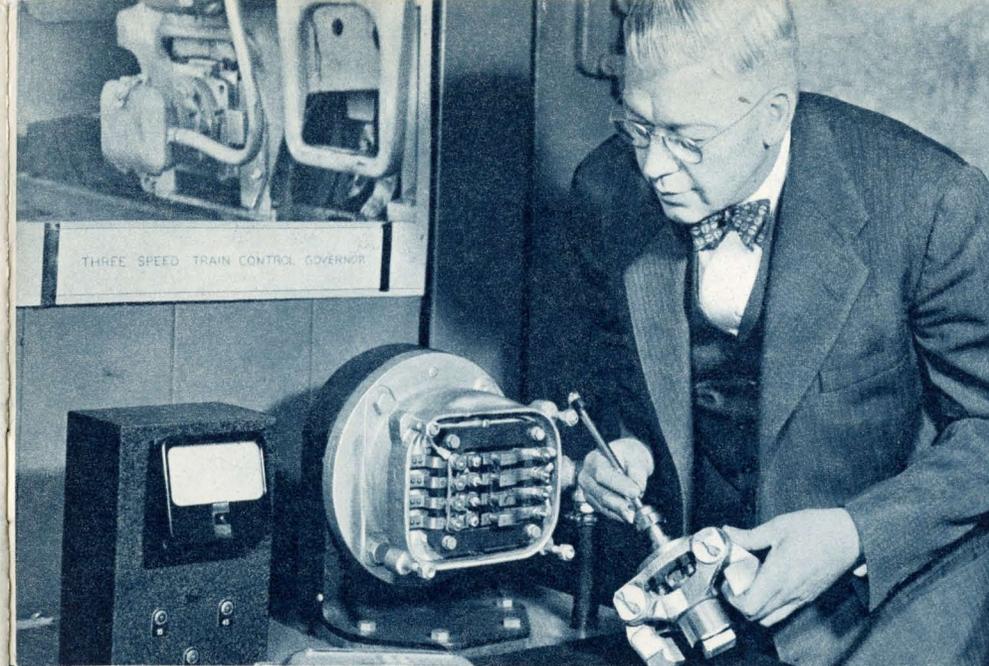
This motor-driven "chore boy" replaces the hand truck. Hundreds of these and similar machines are in use over the System.

A home for our men "away from home." This building at Columbus, Ohio, one of several over the railroad, accommodates train crews and other employes in a comfortable and pleasant atmosphere during layovers.





Communication en route by electronic trainphones is a modern aid to safe and efficient operation. Engineman (above) talks with conductor in the cabin car (left) and a control tower operator miles away (right).

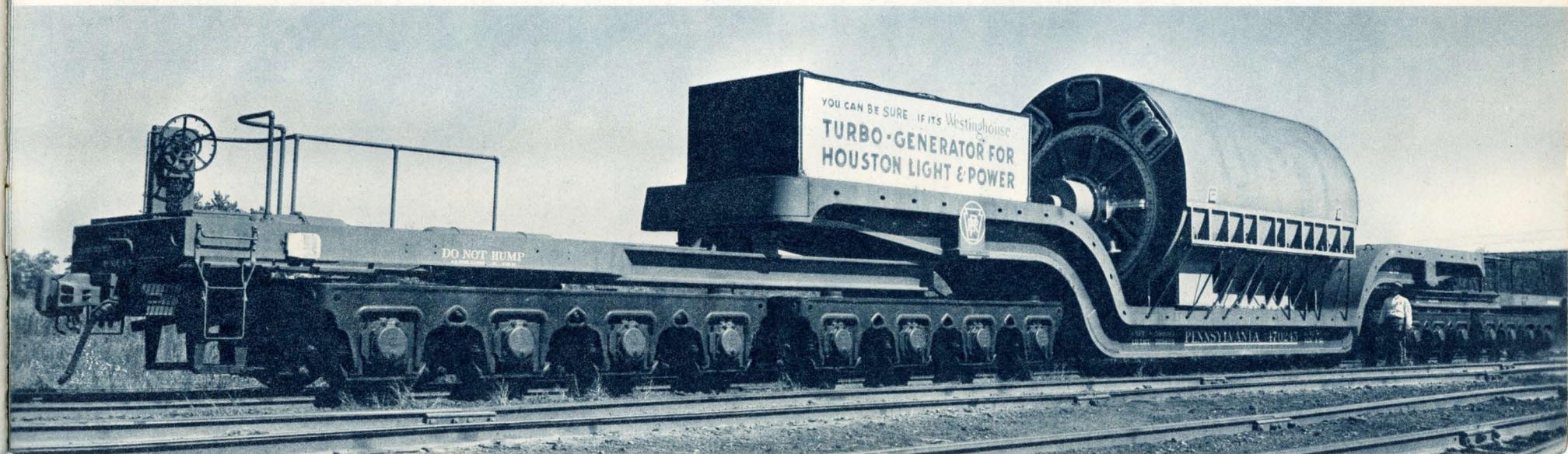


This device is the heart of speed control. Fitted to a locomotive axle, it checks speed against cab signal circuits picked up from the rails and acts in conjunction with the air brakes to stop the train automatically if speed is permitted to exceed that indicated by signals.



This is one of the spic-and-span storage rooms in the new dining car commissary at Chicago. In 1952 more than 1,600,000 lbs. of beef, poultry and fish; 20 carloads of eggs and 200,000 lbs. of coffee were put aboard dining cars at Chicago, St. Louis and Long Island City.

Below is the largest and strongest freight car ever built, a "super" flat car to carry extra heavy industrial units, such as the turbo-generator shown on the car, weighing up to 250 tons. More than 124 feet long, it is one of a number of heavy duty special cars to serve modern industry.





Pennsylvania men are going to school again. Faculty members of 12 colleges and universities in the East and Middle West are cooperating with management in courses on human relations and customer relations for supervisory employes and those who meet the public, leading toward more friends and customers for the road. Left are supervisory employes gathering at Ogontz Center, Pennsylvania State College, near Philadelphia.

Representatives of the Trainmen's Brotherhood are shown (right) conferring with management men on plans for voluntary courses of study for passenger conductors and trainmen to improve service and to aid them in fully meeting their responsibilities to patrons. Brotherhood leaders are cooperating with management in the introduction of this program, which will mean also more job security for those who man our passenger trains.

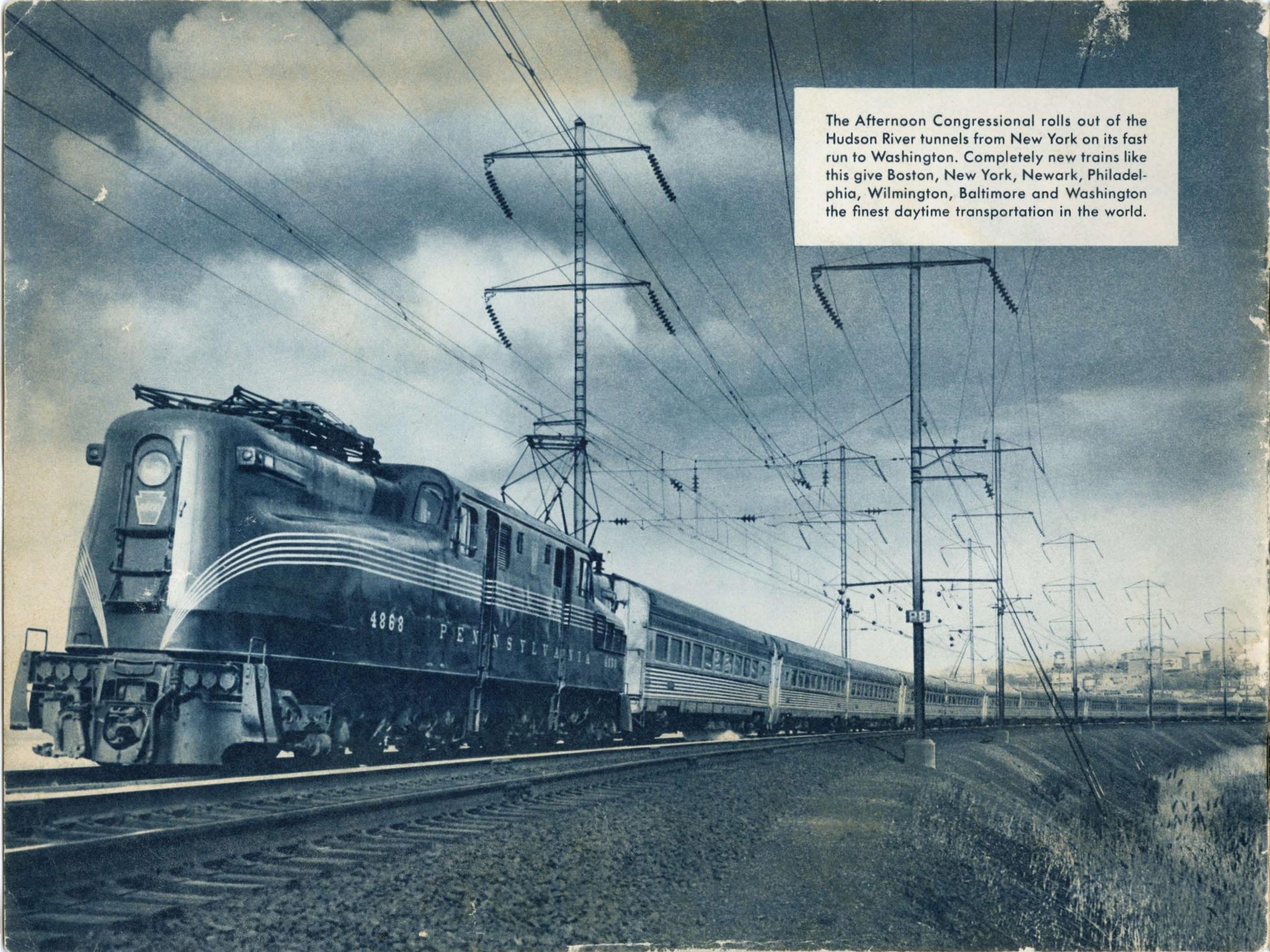




At left, one of the first of the classes for passenger conductors and trainmen now well under way at Indianapolis, Ind., under the guidance of faculty members of Purdue University. A similar class is meeting at Fort Wayne under the same auspices. The men attend a series of 10-week, hour-long study courses on their own time, meeting in quarters provided by the railroad, as part of a system-wide program worked out with the Brotherhood.

Station agents are also studying customer and community relations on the common meeting ground of their experience, under guidance of college faculty members and with assistance of company officers. Aims are better service to customers and greater job satisfaction. Here agents attend Purdue University with classes also held at Ogontz Center, Penn State. Certificates for work completed have been presented to 280 agents.





The Afternoon Congressional rolls out of the Hudson River tunnels from New York on its fast run to Washington. Completely new trains like this give Boston, New York, Newark, Philadelphia, Wilmington, Baltimore and Washington the finest daytime transportation in the world.