Putting out FIRES before they start

Fire inspector.

It's not his official title, but that's what men on the PRR call William J. Carlin. It's a misnomer, though, because his prime function is not to inspect fires. It's to prevent them.

Mr. Carlin's official title is simply inspector—one of three in the PRR Insurance Department.

He and the other inspectors periodically check every important shop, yard, station, pier and office building in the entire System. This involves a check of every device for detecting or fighting fires. These range from the simple portable fire extinguisher to automatic sprinklers and complicated foam systems on large fuel-storage tanks. The inspectors even develop sea legs in checking the fire-fighting gear on PRR tugs in New York Harbor and Chesapeake Bay.

A recent trip took Inspector Carlin to Kinsman Street Engine House, Cleveland. Here are some of the things he did:

- He surveyed the rafters for any accumulation of oily soot which could catch a spark and nurture it into a blaze.
- He surveyed work areas for oily rags or uncovered flammable materials.
- He checked valves and gauges on the heating and compression equipment.
- He checked oxygen and acetylene tank gauges for calibration dates.

"When on a hazardous job, such as cutting or welding, they should take first-aid extinguishing equipment to the site," he explained.

"If every employee follows the PRR Fire Prevention and Protection Rules—I.D. 200-A—he can help cut down the terrible waste of fire. "For our mutual good, fire prevention must be everybody's business on the PRR.

"If a fire does break out, first call the nearest fire department. Then, until the firemen arrive, try to extinguish it and warn fellow employees of the danger."

Aboard PRR tug, The Cleveland, at Greenville Piers, North Jersey, Inspector William J. Carlin checks engine for fire safety with Chief Engineer George Swede.

The tug's life preservers also get a close check by Inspector William Carlin; Anthony Poreda, Greenville marine foreman; and Capt. Frank M. Rees, boatmaster.

Inspection William Carlin makes sure no trash has accumulated to create a fire hazard on the tracks at Greenville Piers.

Interceptor's work areas for oily rags or uncovered flammable materials.

He checked valves and gauges on the heating and compression equipment.

As Captain Frank Vedilago maneuvers his tug close to pilings at Greenville Piers, the deck crew tests the high-pressure water gun installed for extinguishing any fires.

On the cover: Foam system for stopping any fuel tank fire at Kinsman St. Yard, Cleveland, is tested by Inspector William Carlin with aid of Mechanics Edward Fogle and J. Jones. Is the fire hose in good shape, free of any cracks? Inspector Carlin makes sure.

The tug's life preservers also get a close check by Inspector William Carlin; Anthony Poreda, Greenville marine foreman; and Capt. Frank M. Rees, boatmaster.

Mr. Carlin and Joseph Makely, New York Division fire marshal, check the flame arrester in gas intake of forklift truck.

Downloaded from http://PRR.Railfan.net
Original document from the collection of Rob Schoenberg
"Fantastic!" said the Yardmaster

J. C. Henry, asst. mgr. data origination, explains the Instant Car Locator system.

The information is also stored on magnetic discs. These are used in a computer that gives an immediate reply to any PRR sales office that inquires about the location of a particular car.

"All this really emphasized to me how important it is for trainmen and yard clerks to make their wheel reports, shifting sheets and yard checks absolutely correct," said Yardmaster Mellinger.

"What I mean is, if they make any mistake in listing a car, then the wrong information is fed into these machines. And if the machines are given the wrong information, they can't give the right answers."

Mr. Mellinger watched the Jumbo report being printed, and noticed a B&O car listed by car number but with no information about its movements.

"Somebody in some yard must have left out the information," he said. "The result was a blank on this important list. It really stuck out like a sore thumb."

"When I saw that, I decided to bring home a sample of the form used in printing this Jumbo report, and post it on the yard bulletin board."

"That'll give our people a chance to see that the car information they collect is important. It has to be correct and it has to be complete. Otherwise, this whole complicated system for keeping track of our freight cars can't succeed."

"Those were some of Yardmaster Mellinger's reactions to what he saw at the PRR's electronic data headquarters."

Mrs. Mellinger took a housewife's view: "It's marvelous how they keep all this equipment in such neat order."

"And daughter Sue Ann's comment was: 'I'd certainly like to work here someday.'"

Lowly little seat check working for Uncle Sam

Seat checks have become a major tool in preparing for PRR's new High Speed Service.

Once they were issued by trainmen only to show that a passenger's ticket had been collected and where he was going. Now, however, they are helping provide information for improving rail passenger service.

To do this, they were given a face lift. The seat checks are now color-coded and pre-punched for destination.

Trainmen are using these new checks all along the busy Northeast Corridor, connecting New York and Washington, D.C. When a trainman issues them, he hand-punches the city of origin.

"During the passengers' trip, they serve the older purpose of receipt and destination indicator. Before the passengers get off the train, the trainman collects the seat checks and bundles them, identifying the date and train number."

At the terminal, the checks are packaged and sent to Washington for reading in high-speed computers. The information obtained is carefully studied by PRR and U.S. Department of Transportation officials.

It falls into three categories—city of origin and destination, the date of the trip, and its time of day as provided by the train number.

This information permits tabulations showing the traffic flow between any pair of the following cities: Washington, Baltimore, Wilmington, Philadelphia, Trenton, Newark and New York.

The traffic can then be totaled, giving distribution and peak loads and times, for any period of days and for any hour of the day.

These totals are giving the PRR and government officials a clearer picture than ever before of how people move in the Northeast Corridor. With this information, the officials will set schedules and plan the effective use of the new equipment for the service.

The PRR is studying the picture for a smooth introduction of the High Speed Service. The government officials are interested in this angle, too, but are also considering rail passenger service throughout the country.

Use of the new seat checks will continue after the High Speed Service is introduced. They will be used to measure passenger reaction to the service so that any changes can be made as quickly as possible.

The punched and printed checks are being made specifically for the Northeast Corridor Demonstration Project by Kimball Systems, Inc., a division of Litton Industries.
The auto strike and its effects

The strike at the Ford Motor Company had an immediate effect on the PRR. The firm's plants across the nation were closed on September 7 when the United Automobile Workers and the company were unable to agree on a new contract.

PRR auto carriers and freight cars, rolling to and from these plants, came to a halt. The PRR hauls much of the company's new-car production as well as parts for its manufacturing and assembly plants. The loss of traffic had an immediate impact upon assignments in the yards near Ford facilities.

Local crews in the Cincinnati area were among the first to feel the effect of lost traffic, and then the yards at Cleveland and Metuchen, N.J., were affected. The loss in PRR revenue for September was estimated at nearly a million and a half dollars. That for October, should the strike continue, was projected at more than two million.

The Railroad had to cut back on some repair projects. At Altoona, more than 300 men were furloughed. The shutdown at Ford affected its suppliers. The auto manufacturer buys several billion dollars' of supplies each year from about 20,000 other companies. With production stopped, many of these companies had to curtail production and lay off employees. For example, the Budd Company at Philadelphia, maker of body stampings and tools and dies for Ford, laid off 1750 men.

Similarly, the steel industry, chief supplier of the auto industry, felt the pinch, with a corresponding reduction in its inbound shipments of raw materials and outbound shipments of finished steel.

All this hurt the PRR. Thousands of freight cars that normally move to and from these suppliers were idled, with an effect on railroad employment. There were "layovers"—lack of assignments for men on the extra list.

Allen J. Greenough, PRR president, commented that the "effects of the strike are cumulative for the railroad." As the impact continues to spread into the auto-maker's supporting companies, additional traffic and revenue will be lost by the PRR.

Continued losses could result in the curtailment of further programs and operations and in more railroad-ers being out of work. The extent of the problem will depend upon the length of the strike and whether or not the other car manufacturers become involved.

NEW MAN AT CITY HALL

It was a clean sweep for the "New Five" candidates in recent municipal elections at New Brunswick, N.J.

An important member of that slate was William J. Cahill, Sr., PRR supervisor of ticket sales and services, New York Division.

As a result of the election, he's now Commissioner Cahill and Director of Public Works in his home town.

He and the other members of the "New Five," as they were nicknamed during the election, ended a 32-year reign of the incumbent organization. They took all five commission seats by a handy margin.

Mr. Cahill disclaims the title of politician. He says that he and the others are just interested citizens who think they can do a good job of operating their community.

Mr. Cahill is the father of six children. His family has lived in the Middlesex County community for 70 years.

"As a parent, I am particularly concerned with the problems involving our young people," he said. "I am interested in making our town the best possible place for them to grow up in."

He often talked about the state of his community with friends, but nevertheless thought of personally taking any action.

"However, when the opportunity presented itself to do more than just talk, I accepted," Mr. Cahill said. "I guess it was the same with the others on the ticket. Neither I nor they had run for public office before this election."

"We weren't active in politics, but we were concerned about our town. When we were asked to run, we thought it was a rare opportunity to help our community and we did."

The victory of the political novices amazed the experts of the area.

This was the first completely new commission elected since 1935. During the 32-year period, those appointed to fill commission vacancies by the majority were re-elected as incumbent office holders.

Mrs. Patricia Sheehan, another of the "New Five," received the most votes in the election. According to custom, she was named mayor and became the first woman to hold that post in the history of the community.

"It was a lot of work getting elected," Commissioner Cahill said, "but it's even more work now. It's worth it, though, to help make our town a better place to live."

W. J. Cahill, New Brunswick's new Commissioner, with Mayor Patricia Sheehan.

Mr. Cahill at work in the PRR's ticket sales office at Penn Station, New York.
PRR men cut a giant job down to size

Considering both the height and the width, this was one of the bulkiest shipments that ever crossed the PRR.

"There were some spots where we practically had to squeeze it through with a shoe-horn," said Jack M. Tagler, supervisor of clearance.

The shipment consisted of eight fabricated steel units from Lukens Steel Company, at Coatesville, Pa. Four of the items were cylinders, 15 3/4 feet in diameter, to be used for encasing generators. Their destination was East Pittsburgh, Pa.

The other four were 19-foot "heads," or covers for pressure tanks, used for carrying chemicals on barges. These items were going to Houston, Texas.

"If they had been loaded in an ordinary way, they could never have gotten through," Mr. Tagler said.

The cylinders were cradled on F-42 depressed-center cars. The height above the rails was 17 feet 8 inches. To further reduce the height of the loads, the heads were slanted, leaning on steel supports welded to the side of each car.

This made the load height 17 feet 10 inches.

The loads were thus able to clear overhead bridges along the route. But the catenary power lines under several bridges were only 18 feet high. With the steel shipment passing just a few inches away, a high-voltage flashover was sure to occur.

"So we had a PRR electric traction crew move ahead of the train to Enola Yard, then was turned north through Sunbury and Lock Haven, Pa.

From here, the two parts of the shipment took separate routes.

The cylinders were sent through Tyrone and Altoona, and through the New Portage Tunnel, avoiding clearance problems at Gallitzin Tunnel; and then went through Pittsburgh to the destination at East Pittsburgh.

The steel heads were routed clear across the Northern Division. They went to Erie, Pa., then southward through New Castle and Conway. After that, they headed along the Panhandle route toward East St. Louis.

The routing sheet was studded with cautionary notes, such as:

- "Adjacent main and secondary tracks must be clear."
- "Avoid Union Depot tracks in Columbus."
- "Avoid No. 4 track through 19th St. in Richmond."
- "Passing through Vandalia, Ill., the cars had to be positioned so that the loads slanted to the right. If slanted the other way, they would have hit a bridge girder."

At East St. Louis, the four cars were turned over to the Terminal Railroad and then to the Cotton Belt Railroad, to continue the journey toward Houston.

"A very interesting movement," said Mr. Penrose—and it was very nice to know that our people carried it to conclusion without a hitch."

Incident in a station

An act of kindness a year ago stayed in the mind of Lucinda M. Gliff, a PRR passenger. The incident occurred in the restroom at Harrisburg, Pa. An elderly woman was all upset because she couldn't find her tickets and baggage checks.

"Then a railroad employee came in and sat down quietly beside this woman," recounted Miss Gliff. "The employee helped her search her pocket, pocket book and suitcase, and finally all the 'lost' items were found. This was all done in such a gentle and helpful way."

When I went through the Harrisburg station again last week," Miss Gliff wrote the PRR, "I found the employee's name. She is Miss Evelyn Risser (ticket seller and information clerk). I think she deserves commendation for her kindness."
About stamps and coins and carpenter’s planes

Stamps, coins, records, bottles, sugar packets, place mats, carpenter’s planes.

You name it, and David C. Stump can show you a collection. In fact, he has a collection of collections, including a collection of trophys and medals he has won at exhibitions. Stamps are his biggest enterprise, and he’s considered a top national authority. He’s first vice president of the American Philatelic Congress, and editor of the Congress’s annual publication.

Mr. Stump, who retired this year as a PRR industrial engineer at Philadelphia, has more than 200 albums of stamps. Many thousands of additional stamps fill file cabinets and a storage bin, and overflow onto tables. “I just haven’t had time to put them away,” he says, “but now that I’ve retired, I should be able to catch up.” What he has collected and catalogued to date would be any stamp collector’s dream. He has all U.S. commemorative stamps, all first-day covers (that is, envelopes with stamps on the day of issue) since 1927, all United Nations stamps. He has 1000 envelopes mailed from naval vessels, 300 from Army post offices during World War II, 500 airmail first-flight covers.

“Afther I collected all the U.S. stamps available to me,” he says, “I started in on perfins.” Perfins stands for perforated initials. It means stamps with holes punched to identify the company using the stamps. He now has the largest collection of perfins in the country, including 275 samples from railroad companies. He’s the executive treasurer of the Perfins Club and publisher of its monthly magazine.

He also specializes in offset-printed stamps. These were produced by the U.S. during 1918-1920, because a war-caused shortage of dies and inks forced the Post Office to use a different printing method. These stamps lack uniform color. Mr. Stump’s collections of perfins and offset stamps have won four best-of-show trophies, 15 gold medals and many other awards. One hobby begts another. Mr. Stump got interested in coins, and now has a complete collection of Indian head and Lincoln pennies, Buffalo nickels, Mercury dimes and Walking Liberty half dollars.

His interest in classical music led to the amassing of 1500 records. He has them all card-indexed. He collects bottles to decorate his living room. He got fascinated by the different forms of sugar packets and place mats, and now has a collection of both. He also has 10 antique carpenter’s planes, made of wood—a contrast to the modern power tools he also possesses and expertly uses.

Mr. Stump’s wife, Dorothy, has taken up stamp-collecting in self-defense. They now plan to take annual trips to foreign countries, where they will be able to add to their collections of stamps—as well as coins, records, bottles, sugar packets, place mats and carpenter’s planes, and maybe something new.

On The Way Up

Commendation for Richard F. Dean, clerk in the office of District Sales Manager, Philadelphia, was expressed by Joseph F. McHugh, purchasing agent of the R. D. Wood Division, Griffin Pipe Products Company, Florence, N. J.

“For the past several months,” he wrote, “your Mr. Dean, who does the carload tracing, has served us in a very exceptional manner. In particular, we refer to two major carload shipments from Chicago and one from Boston. Mr. Dean reported promptly and kept us informed on car movements for the material in which we were so interested.”

A trip on the PRR from Louisville, Ky., to Frankfort, Ind., was a pleasant experience for the daughter of A. L. Hubbard, chief buyer of the Division of Purchases, Department of Finance, Commonwealth of Kentucky.

Trainman Ray M. Jones and the rest of the train personnel, Mr. Hubbard wrote, “extended the type of service and care most of us feel doesn’t exist in this day and age. "It is gratifying to find that the ‘old-fashioned’ ideas of service do exist, and are being practiced by your company.”

Following a class train trip, there were thank-you notes expressing the sentiments of 31 second-graders at Belleville, Ohio, Elementary School. Mrs. Stoodt, the teacher, sent along sample letters, in which pupils certified that they “liked the ride very much” and “it was fun making the seats go back and forth.”

Appreciation was expressed by the 38 merchants in the Northern Lights Shopping Center, Baden, Pa., for the PRR’s cooperation in a “Railroad Day Jamboree Sale.”
Merger developments — A special three-judge Federal Court in New York held a final hearing on September 18 to consider the issues still pending in the Penn Central merger case. On September 29, the Court heard argument on the question of continuing the injunction against the merger until a decision is reached in both the Penn Central merger case and the case concerning the inclusion of the Erie-Lackawanna, Delaware & Hudson, and Boston & Maine into the N & W.

Who'll pay for airports? — The people who use airports—the passengers, shippers and airport operators—ought to pay a greater share toward the costs of airport development, says Alan S. Boyd, U. S. Secretary of Transportation.

Speaking before a subcommittee of the Senate Commerce Committee, he said: "Total airport development costs are to be met, will require through 1972 a total expenditure by Federal, state and local governments of $3 billion—more than double the investment made in the preceding five-year period."

As one way of collecting more revenue, Mr. Boyd referred to a study showing that a tax of $1 per passenger "would contribute tremendously in offsetting the costs of airport development." He added that operators of private and business planes "should be called upon to assume a much greater share of the cost of the facilities they require."

Who'll pay for the Seaway? — When the St. Lawrence Seaway was built, it was supposed to pay its own way. Now the Senate is considering legislation that would make the taxpayers bear costs of maintenance and improvements.

Protesting against this, James G. Tangerose, an official of the Association of American Railroads, told a Senate subcommittee that ship operators who use the Seaway have "saved about $200 million in transportation costs from 1959 to 1965."

Congress is being asked to put up $13 million of taxpayers' money to rehabilitate the locks, but, declared Mr. Tangerose, "the operators should foot the bill and "they can well afford to."

For High Speed Service — Concrete supports for an 1100-foot car-level platform are being installed in Union Station, Washington, D. C. The platform will enable passengers to step directly on or off High Speed cars.

Big lift — A giant crane at Cleveland hoisted a massive frame weighing 320,000 pounds off a Cunard Line ship from Liverpool, England. This was said to be the heaviest single lift ever made at a Great Lakes port.

The frame was put on the PRR's FW-1 well car, a 32-wheel mammoth that can carry up to 740,600 pounds and itself weighs 410,600 pounds. It took the load to Buffalo, where the car was turned over to the New York Central for delivery to Crucible Steel Company at Syracuse, N. Y.

King Coal — PRR people, who know that coal is the largest single commodity hauled on the Railroad, are heartened by a prediction that mine output may soar to new highs in the next five to seven years. J. C. Moore, Assistant Secretary of the Interior, said the plus factors in coal's future are the strong demand from steel and electric utilities, the absence of severe labor troubles, the low mining costs and the prospect of mine mergers.

Big money — The Federal Government announced that highway funds totaling $4.8 billion have been allocated to the states for the year beginning next July. It is expected that operators of commercial highway vehicles may save as much as $3 billion a year by using the new interstate system.

Crossing accidents — Despite the elimination of many railroad crossings by construction of bridges or underpasses for highways, 1740 persons were killed throughout America during 1966 in collisions between autos and trains at grade crossings. This is an increase of 12 percent over the previous year. The U. S. Department of Transportation is starting a new program aimed at reducing grade-crossing accidents.

"It's so nice your cabin car was retired with you."
LIFT THIS WAY
Knees bent and back straight—
Your legs do most of the work.

NOT THIS WAY
Knees straight and back bent—
Your back gets all the strain.

SAVE YOUR BACK

"Since I strained my back, believe me, I'm not going to let myself forget how to lift!"

One careless lift can cause you a load of trouble. So before you lift a heavy object, remember:

1. Bend at the knees.
2. Keep your back straight.
3. Lift with your legs.