The Supreme Court Says Yes
MERGER!

The big announcement came over the news ticker at 10:18 A.M. on January 15. The United States Supreme Court had cleared the way for the merger of the Pennsylvania and New York Central railroads.

"We are happy to reach the end of the long, hard road which we have traveled for more than six years," said a joint statement by Stuart T. Saunders, board chairman of the PRR, and Alfred E. Perlman, president of the Central.

"We are preparing to put the Penn Central merger into effect at the earliest possible date consistent with the Court's order."

Omitting a customary 25-day waiting period, the Supreme Court transferred the case to the U.S. District Court for entry of a final judgment.

This made it possible for the PRR and the Central to announce the official merger date: February 1.

The Court's decision stated that the evidence during the lengthy hearings before the Interstate Commerce Commission "attested to the probability of significant benefits from the merger, not only to the railroads and their investors, but also to shippers and the general public.

"The Commission carefully considered the implications of the fact that the Pennsylvania and the New York Central, as individual systems, have operated at a profit, and that there are reasonably good prospects for a continuation of such operation.

"But it was impressed by the fact that, as individual systems, these profits are not sufficient to put the roads in a position to make improvements important to the national interest. . . ."

"The Commission emphasized that the merger would enable the unified company to 'accelerate investments in transportation property and continually modernize plant and equipment . . . and provide more and better service.'"

Mr. Saunders and Mr. Perlman, in their joint statement, emphasized that "the merger and the agreements we have made with labor will provide greater security and job opportunities for all our employes."

Mr. Saunders and Mr. Perlman added that the management of the Penn Central "will be strengthened by combining the talents and experience of the officers of both railroads.

"In the past two years, we have developed a fine spirit of teamwork through frequent meetings between officials of the two companies. Their thorough and systematic planning will enable us to make a smooth transition to merged operations and expedite the realization of merger benefits to our patrons, our company and our stockholders."

They pledged to "dedicate our efforts to the improvement of service in the 14 states and 2 provinces of Canada which the new system will serve.

"As savings from the merger are realized, we will be able to make greater commitments to the modernization of our system.

"The application of advanced marketing and technical research will enable us to provide better freight service, designed to satisfy the real needs of our customers. Better utilization of the combined freight car fleet with modern computers and the elimination of time-consuming interchanges at common points are among the immediate advantages that will improve car supply to shippers.

"We are confident that we can create a new role for the Penn Central in mass high-speed transportation of passengers for intermediate distances in highly populated areas.

"We also will continue to work with Federal, regional, state and local agencies to improve the commuter services that are indispensable to the New York and Philadelphia areas."

The merged railroad will be known as the Penn Central. That name, sometimes coupled with a PC symbol, will appear on rolling stock, stations, advertising and letterheads.

It's 19,000 miles of line will link the important industrial, agricul-

This schematic map shows the principal lines of the two merger partners.
of 1.3 shares of common stock in the merged company for each share of New York Central stock. PRR stockholders will not be required to make any exchange, and each share they now hold will represent one share of the merged company's stock.

At present there are 14,016,529 shares of PRR stock in the hands of stockholders, and 6,924,014 shares of Central stock.

The Penn Central merger has a long history. Studies of the feasibility of merger began in 1957. In 1962, formal application was made to the Interstate Commerce Commission. Hearings before the I.C.C. ended in 1963, after the accumulation of some 40,000 pages of testimony in 128 days of public sessions—the largest single record ever submitted to the I.C.C.

In 1965, the I.C.C. examiners recommended approval of the merger, which was installed in January 1966. In the full Commission unanimously approved the merger, and set the effective date as June 1, 1966.

Consummation of the merger has been held up since then by legal actions of parties seeking conditions for their own protection or advantage. But during these actions, support for the merger continued to grow.

And when the Supreme Court issued its favorable decision on January 15, it was able to note that “those urging immediate consummation before this Court include the Department of Justice, and the (Interstate Commerce) Commission, the States of Pennsylvania, Connecticut, Rhode Island, New York, Massachusetts, and New Jersey; the Railroad Labor Executives’ Association; the trustees of the NH; the Pennsylvania and New York Central Railroads; B&M; and, in substance, the E-L, D&H, and N&W and its allies.”

---

**CAREERS IN MANAGEMENT**

**Open to Railroaders**

If you are interested in talking to PRR men with college degrees or those who have had to leave college or who are still going to college part-time, “but most important,” he says, “we want to talk to men who are interested in a management position with the Railroad and who are willing to accept the responsibilities and compensation that go along with it.”

He asks interested PRR men to write to: J. E. Kennedy, Labor Relations and Personnel Department, Pennsylvania Railroad, Room 1234, Transportation Center, Six Penn Center Plaza, Philadelphia, Pa. 19104. Or they may contact their Division Personnel Office.

Those writing should indicate the department they are interested in, their experience, educational background and current pay.

---

**Year-end summary: looking back, looking ahead**

What’s big for 1968? Two things: Merger with the New York Central to form the new Penn Central System.

The start of High Speed Passenger Service between New York and Washington.

Those prospects are listed first in a year-end review by Stuart T. Saunders, board chairman of the Pennsylvania Railroad Company.

The merger came closer to reality on January 15, when the United States Supreme Court cleared the way for the final legal steps.

For the High Speed Service, due to start operations this year, work on the roadway and facilities is practically completed, Mr. Saunders said.

For passenger trains in certain highly congested areas during the two-year demonstration program and marketing test.

Mr. Saunders said the PRR has continued its long-range program of upgrading its freight car fleet. A total of 18,420 cars have been added in the past five years.

Fifty-seven new diesel freight units were put in service in 1967, making a total of 217 units added to the locomotive fleet since 1962.

Unit trains, making fast, no-delay runs with coal and ore, reached a total of 56 runs a month during 1967.

“This joint project of the Pennsylvania and the New York Central is the largest single record ever submitted to the I.C.C. for a benefit show called “The Night of the Century,” on Sunday, February 11. Proceeds will go to the USO, to aid its work for U.S. servicemen around the world.

Mr. Hope, who recently returned from his annual holiday trip to entertain servicemen abroad, will emcee an all-star cast headed by Bing Crosby and Les Brown and his Band of Renown.

Tickets are available by writing to Ticket Department, Madison Square Garden, 307 West 49th Street, New York, N.Y.

---

**Big night at the Garden**

They’re opening the new Madison Square Garden with lots of hope—Bob Hope, that is. He’ll be master of ceremonies for a benefit show called “The Night of the Century,” on Sunday, February 11. Proceeds will go to the USO, to aid its work for U.S. servicemen around the world.

Mr. Hope, who recently returned from his annual holiday trip to entertain servicemen abroad, will emcee an all-star cast headed by Bing Crosby and Les Brown and his Band of Renown.

Ticket prices, all of which include a contribution to the USO, are $10, $25, $100 and $250. Checks should be made payable to the USO.

---

**Open to Railroaders**

They’re opening the new Madison Square Garden with lots of hope—Bob Hope, that is. He’ll be master of ceremonies for a benefit show called “The Night of the Century,” on Sunday, February 11. Proceeds will go to the USO, to aid its work for U.S. servicemen around the world.

Mr. Hope, who recently returned from his annual holiday trip to entertain servicemen abroad, will emcee an all-star cast headed by Bing Crosby and Les Brown and his Band of Renown.

Ticket prices, all of which include a contribution to the USO, are $10, $25, $100 and $250. Checks should be made payable to the USO.?
Mr. Monahan reads his victory statement.

Call him Mayor.

On January 1st, Martin E. Monahan took over the reins of government in Logansport, Indiana. The town is a thriving community, midway between Indianapolis and Chicago, with a population of 21,000.

Mayor Monahan is a fireman on the PRR's Chicago Division. He's now on a four-year leave of absence because being mayor there is a full-time job.

Mayor Monahan has 14 years' service with the Railroad. He's a third-generation railroader, following his father and grandfather on the PRR.

At 38, he's perhaps the youngest mayor the community ever had. When asked how he felt about it, the new mayor said, “Fine. I'm looking forward to the challenge and the opportunity to serve the people of my community.

"Logansport is like any other American town. It has its problems, but none are really tremendous. Our biggest problem is growing pains."

He said he intends to make Logansport a more progressive town. Citizens will be urged to participate more in their government and the government will be open to them, he remarked.

"That was the basis of my platform," he said. "I tapped my knuckles bloody getting that message to the people during the campaign and they put me here on election day.

Mayor Monahan is a Democrat. He took office with council under Democratic control. This, he said will help him get his programs smoothly into operation.

The mayor's been active in politics since he was old enough to vote. His first public office came when he was elected El Township assessor five years ago. Logansport falls within the boundaries of the township.

He served one full term in this post and the first year of a second term, and then was elected mayor. He was able to do the assessing part-time, while working full-time for the PRR.

He said it was a little early to tell whether he is going to need a second four-year leave of absence to complete the program he has set for the Mayor's office.

Time off for a big job

Mayor Monahan and wife (right) are greeted by well-wishers following election.

Bus Problem

What do you do if you're expecting a visitor to come in on a bus, and the bus arrives minus the person?

Well, if you live in Narberth, Pa., you call your friendly railroader for help.

At least, that's what Mrs. Constance L. Hawkins did.

PRR Agent Thomas J. Collins went promptly into action. The visitor, a 17-year-old girl, was supposed to board the bus at Princeton, N.J., but said, perhaps she missed it and took the train instead. So he phoned the PRR station at Princeton, and gave a description of the girl. He also phoned the two main PRR stations in Philadelphia, and had her paged.

No luck.

Agent Collins went home that evening, still concerned; and the first thing he did the next morning was to phone Mrs. Hawkins to find out what else he could do.

She told him the girl had arrived on a late night bus. Mrs. Hawkins then wrote the PRR, voicing thanks for Mr. Collins' "thoughtfulness and concern," even though he hadn't located the girl.

"I might add," she said, "that he is always pleasant at the ticket window, too."
The most painful story I ever wrote...

This is the story of a PRR man whose career suddenly went up in smoke.

It went up in smoke one gray morning recently in a Criminal Court, where he was found guilty of stealing from his railroad.

I said that this happened suddenly, but that isn’t strictly correct. His life fell apart in gradual stages, beginning three years ago, when he began making personal use of small sums from the petty cash box.

He would have been lucky if somebody had caught him then and halted a moral breakdown at the very beginning.

But no, he got away with it. And, as so often happens in such cases, once he was started on this course, it was too tempting to stop.

His next step was to work out a deal whereby a supplier delivered an air conditioner to his home, and covered it by billing the Railroad falsely for legitimate materials.

He got away with that one, too, because, you see, he was a trusted employe of the Railroad.

Then he went on to more sophisticated deals, such as persuading a service company to bill the Railroad for services never furnished, and to kick back part of the proceeds to him.

He must have thought that these things could go on forever. They never do.

Every large company has auditors. Their job is to visit every point where company funds are spent or company supplies are stored and used, and to go over the records with skilled and experienced eyes to make sure everything is in order.

And so one morning, this fellow employe of ours, who has worked for the PRR 29 years, stood before a black-robed judge in Criminal Court, and received a five-year sentence.

In quiet and pained tones, the judge said:

“The Court realizes that probably the greater punishment in a matter like this is that which you will carry through life.”

The judge asked the man, “Have you regularly had any church affiliation?”

The defendant said, “Yes, sir, I have.”

“After you started upon this type of thing, did you talk it over with your wife or pastor?”

“No, sir.”

The judge then stated:

“What disturbs the Court most seriously is to understand the thinking of a man of intelligence and a good sense of decency—that you would be tempted to throw your whole life away for a few dollars.

“The Company gave you a good job, and I presume they paid you good wages. I would imagine that the misplaced confidence is a greater crime than any of the specific legal crimes mentioned. The difficulty of starting over again and taking care of and protecting your wife and family will be your responsibility. The Court can express to you the hope that at the mid-point in your life, you can find a new beginning and a new direction.”

This is the most painful story I ever wrote. I considered it a long time before I decided to print it.

What persuaded me to do so was the thought that somewhere there may be a PRR employe in the same situation. Perhaps he is going home with Company tools or supplies. Perhaps he is turning in time cards for money not due him. Perhaps he is having his auto repaired in a railroad shop at railroad expense. Perhaps he is using a Company credit card to purchase personal items. Perhaps he is falsifying his expense account.

To this employe, I want to say: Don’t.

As railroader to railroader, as friend to friend, I want to say: It isn’t worth it, not by a million miles.

Life is too short to fill it with unhappiness by succumbing to an unworthy temptation.

Nothing acquired dishonestly can ever be as satisfying as the feeling of being able to face the world with a clear conscience.

I guess that’s all I have to say. I’ve done enough preaching for one day.

Joseph Shallit
Editor, The Pennsy
Girders fabricated by Globe Iron Construction Company at Norfolk. Girders up to 100 feet aren't worth discussing, with efficiency and comparative ease, the steel bridge girders fabricated by Globe Iron Construction Company at Norfolk.


Donald W. Huff got an engraved wallet the other day. He's been with the PRR for 27 years and, in all that time, hasn't had a lost-time accident, on or off the job.

This safety record started Oct. 16, 1940. It makes him the oldest man in train service on the Schuylkill Branch, Philadelphia Division, without a lost-time accident.

Recognizing this, W. J. Sparks, assistant superintendent, and J. E. Wagoner, trainmaster, presented him with the wallet. The inscription reads: D. W. Huff—Safety Champ of the Schuylkill Branch.

Mr. Huff is a PRR yard freight conductor at Reading, Pa. Daily he shifts and classifies freight cars and makes up trains. The possibility of an accident is always present.

"I've been very fortunate," Mr. Huff says.

However, it's clear his safety record wasn't built on luck. "When I first came to work for the Railroad," he says, "the interviewer told me what could happen—how bad an accident could be. "As I worked, I learned myself aware of hazards and avoided them with simple safety precautions. I guess after 27 years, the safety precautions became a habit with me.

He says he's seen a lot of safety rules broken and in the end it didn't pay.

"It takes a little longer to do the job the safe way but it's worth it," he says.

"For example, I make it a point to look both ways before crossing the tracks.

"I never walk between spotted cars, always around them, and I give myself at least ten feet clearance from the end of the cars so I can see what is coming in the other direction."

Whether on the train or on the ground, he says, he is always prepared for slack action. He waits for the slack to adjust and has a clear understanding with the engineman so there'll be no further movement, before going between cars when he's on the ground.

"And when operating a switch," he says, "it's just as easy—and so much safer—to push the switch lever down with your hand, rather than throwing it down or pushing it down with your foot."

Mr. Huff isn't one to leave these habits in the locker when he quits work. Speaking of off-the-job safety, Mr. Huff says he tries to be just as careful around his home and in his car as he is at work.

Recently, however, they hooked onto a monster. It was 179 feet long and nearly 7 feet tall.

"We've moved hundreds of loads," said W. H. Harrison, car inspector on the Chesapeake Division, "but this was the longest we've ever had in this area."

It was shipped with a "baby sister," just three feet shorter.

Both girders are to be used in construction of an interstate highway overpass at Richmond, Va. They were both loaded on three 60-foot flatcars on the private rail siding of the construction company.

According to C. R. Hargis, PRR track foreman, the siding has "the sharpest curve I've seen in any railroad track in this vicinity."

To negotiate this and any other curves the shipment would encounter, the girders were loaded on pivoted bolsters. These were movable supports which permitted the girders to remain steady while the cars made the curves. This arrangement allowed the girders to swing out from the middle car so that on a sharp curve they were actually suspended between the first and third cars.

The Globe Company first started fabricating the girders for the Interstate Highway System in 1960.

"Since then," said Car Inspector Harrison, "all shipments have been assembled and transported to their destination without adjustment, delay or damage, as a result of the loading methods and good handling by our train crews."

He explained that the actual loading is done by the company's crew under close checking by himself and J. H. Dixon, the chief joint car inspector.

"Only when we're satisfied," he said, "are they moved onto the PRR."

Wallet full of safety

"I've been very fortunate," Mr. Huff says.

However, it's clear his safety record wasn't built on luck.

"When I first came to work for the Railroad," he says, "the interviewer told me what could happen—how bad an accident could be."

"As I worked, I learned myself aware of hazards and avoided them with simple safety precautions. I guess after 27 years, the safety precautions became a habit with me."

He says he's seen a lot of safety rules broken and in the end it didn't pay.

"It takes a little longer to do the job the safe way but it's worth it," he says.

"For example, I make it a point to look both ways before crossing the tracks."

"I never walk between spotted cars, always around them, and I give myself at least ten feet clearance from the end of the cars so I can see what is coming in the other direction."

Whether on the train or on the ground, he says, he is always prepared for slack action. He waits for the slack to adjust and has a clear understanding with the engineman so there'll be no further movement, before going between cars when he's on the ground.

"And when operating a switch," he says, "it's just as easy—and so much safer—to push the switch lever down with your hand, rather than throwing it down or pushing it down with your foot."

Mr. Huff isn't one to leave these habits in the locker when he quits work. Speaking of off-the-job safety, Mr. Huff says he tries to be just as careful around his home and in his car as he is at work.

Bridge girder, 179 feet long, is ready for move on 3 flatcars by PRR men at Norfolk, Va.

Ice cream parlor cars

Three obsolete cars, retired from PRR service, are starting out again in new careers. They're becoming "brand-new, old-fashioned ice cream parlors."

That's the description given them by James F. Kaserman, of Kent, Ohio. He has bought from the PRR an old lounge car, a parlor-lounge, and a sleeper, and is redecorating them.

They are to be parked permanently at locations alongside the PRR—the first near Dover, Ohio.

Mr. Kaserman is outfitting them with the furniture and decorations of the 1890's—wire-backed chairs, gas lights, red carpet, marble counters.

He is surrounding this setting with mementoes from bygone days of railroading.

Mr. Kaserman says that these surroundings will be exactly suited to his 28 flavors of ice cream, "made from a recipe over 100 years old," and his "hand-mixed beverages," all served "in an atmosphere of old-time friendliness."

He adds that this enterprise may help stimulate more people to return to rail travel.

In purchasing the cars and arranging leases for use of PRR land, Mr. Kaserman expressed appreciation for the cooperation of a number of PRR men. In a letter to PRR headquarters, he commended:

F. A. Zimmerman and Ernie Humphries, Purchasing Department; D. M. Wies and F. A. Andeits, Real Estate; J. O. Flaherty and Don Ryder, Sales; and D. C. Gezon, foreman, Northumberland Yard.
These are the 'Big Wheels' who service the BIG WHEELS

**Question:** What good is a 3600 horsepower locomotive if its wheels aren’t round?

**Answer:** That’s a silly question. They’ve got to be round—perfectly round.

It’s the job of the men in the Wheel Shop of the Juniata Locomotive Shop to make sure of that. At this shop, located at Altoona, Pa., they scrap worn-out wheels, revitalize those that can be fixed and make new wheel assemblies.

“Our shop services diesel wheels for the whole PRR,” proudly says Machinist Clayton J. Sitters, one of the skilled technicians who work in the Wheel Shop.

Wheels needing checking or repair come to the Juniata Shop from all parts of the System. Some arrive stripped down and ready for processing, while others arrive on their locomotives.

The locomotive trucks are removed in a nearby shop. These are stripped of all connections and traction motors before the wheel assemblies are taken out for processing.

The first step in processing all assemblies is the removal of journal boxes and bearings. These are washed in a separate area, while the assemblies are rolled to a specially designed wash shed.

After their bath, they enter the most important part of the proceeding. They are electronically scanned with a reflectoscope for any cracks or defects in the metal and checked with gauges for flange depth and tread contour.

At this point it’s decided if the assembly will be scrapped, taken apart for salvage or reconditioned as a unit.

“With this machine,” Mr. Sitters says, “we can pick up any crack, no matter how small, inside a wheel or axle. The gauges tell us if there is enough metal left for reconditioning of an inch too much actually means taking off thousands of miles of potential travel for the wheel.

In some assemblies the wheels need only retreading or renewal of the flange. These are rolled to a lathe without being taken off the axle and the surfaces are cut down as required.

In other assemblies only the axle needs reconditioning. These are rolled to another lathe where the axle is resurfaced without the wheels being taken off.

Any assemblies with bad wheels or axles are rolled to a high-powered press which pushes the wheels off. The bad wheels or axles are then scrapped.

Parts that can be salvaged are sent along for further processing. The axles are resurfaced when necessary and the holes in new or reconditioned wheels cut out to fit them accurately.

After refurbishing, all units are lifted by an overhead crane to a final assembly area. There the reconditioned journal boxes are put on and a lubricant added.

At the same time as the assemblies are being reconditioned, the liners of the journal boxes are renewed. The bearings are cleaned and repacked in the boxes.

The finished units are taken by overhead rollers to meet with the wheel assemblies in the final assembly area.

When finished, the assemblies received from the System are stored in a yard adjacent to the shop until ordered. Those taken from locomotives in the shop are installed again.

In addition to diesel wheels, the shop also reconditions wheels for GG-1 and E-44 electric locomotives and from multiple-unit cars.

For the men in the shop, it’s one continuous round of wheels. They seldom get to see the results of their handiwork.

But they can be considered the “big wheels” who make the PRR’s wheels roll round.

Completed assemblies from the System are stored in the yard awaiting shipment.
Higher pension benefits—The Nation's railroads, including the PRR, have agreed to join with labor organizations in asking Congress to pass legislation increasing retirement benefits and unemployment and sickness compensation.

The board of directors of the Association of American Railroads has authorized representatives of the industry, with the support of rail labor, to seek action to raise retirement benefits for railroad employees by approximately 10 percent more than the increases recently approved for workers under Social Security.

This boost in retirement benefits will require an increase of about $90 million in payroll taxes annually in the years ahead—half to be paid by railroad companies and half by railroad employees.

The railroads and labor will also seek Congressional approval to raise unemployment and sickness benefits from the present daily maximum of $10.20 up to $12.70. The periods of sickness benefits for eligible employees would also be extended. This provision would not involve any tax increase on employers. The costs of unemployment and sickness benefits are paid entirely by the railroad companies. These proposed changes in benefits would increase their tax bill by about $90 million a year.

Railroad earnings fall—Current estimates of the financial results for 1967 indicate that America's railroads have suffered a one-third drop below their earnings in 1966. This strain was caused by a decline in freight traffic and an increase in costs of operation.

An official of the Association of American Railroads saw a brighter outlook beyond 1968. With an expanding population and continuing advances in industry, the Nation's business "seems certain to resume the growth trends that characterized it until the 1967 pause," he said. "Railroads will surely play a major role in that economic growth."

The legsions of retirees—The U. S. Railroad Retirement Board reported that 2200 PRR employees who retired from active service during 1966 were added to the pension rolls. Average pension: $152 per month.

The majority of these employees retired after 33 years and 6 months service. The PRR employes on the pension list, receiving an average monthly pension of $161.

At the end of the year, there were about 29,000 former PRR employees on the pension list, receiving an average monthly pension of $181. Almost half of the retirees had spouses who were receiving an average of $87 in addition.

On the Pennsylvania-Reading Seashore Lines, a PRR affiliate, a total of 520 retired employees were on the pension rolls.

Retirees on the rolls from all the Nation's railroads totaled 430,200, and 199,800 of these had spouses who were also receiving pensions.

The safety derby—The figures in President Greenough's safety contest are now being compiled for 1967. Meanwhile, at the 11-month mark, the Southwestern Division had taken the lead away from the Harrisburg Division, with a score of 4.98 injuries per million man-hours of work. Harrisburg's figure was 5.02.

The other Divisions and their employe injury rates were:

- Pittsburgh, 7.39; Allegheny, 7.92; Chesapeake, 8.61; Buckeye, 9.28; Fort Wayne, 9.60; Philadelphia, 10.09; Northern, 10.57; Lake, 11.28; Chicago, 11.53 and New York, 12.91.

To promote Florida travel—The PRR cooperated with the Seaboard Coast Line Railroad in publicizing the advantages of taking the train to Florida. Newsmen were invited aboard the Florida Special at New York, Philadelphia and Washington, to witness such trip features as bingo, songfests, television and fashion shows. At the PRR stations to greet the visitors were three SCL hostesses who travel with the Florida trains: Jackie Peek, of Birmingham, Ala., Mittie Moore, Rocky Mount, N.C., and Joanne Mahnke, Jacksonville, Fla.

Bargain weekend fares—Round trip fares at one-third savings for travel between New York and Washington, as well as intermediate cities, went back into effect on January 6. They were suspended during Lincoln's Birthday and Easter, because the bargain fares into effect on January 6. They were suspended during Lincoln's Birthday and Easter, because the bargain fares

$14.20 with a weekend ticket. Children 5 to 11 are charged one-half this bargain rate; and children under 5 ride free.

Giant new plant on PRR—Mayor M. E. Senenbrenner has announced details of the newest industrial addition at Columbus, Ohio—the Carlton Space Center. This is a mammoth public distribution center being built in a large west-end industrial area being developed by the Pennsylvania Railroad. The building, to cost more than $3,000,000, will have 461,333 square feet of warehouse floor space and 10,000 square feet of air-conditioned offices. There will be two inside rail sidings with capacity for 29 freight cars, as well as 18 truck docks.

The developer, J. Robert Carlton, of Richmond, Va., said that Columbus was selected for the distribution center because of its central location, availability of utilities and transportation, and the cooperative efforts of City officials and the Pennsylvania Railroad, which will provide the Center with direct rail service.

The above photo of Engine 1453 in the December 1, 1967, issue of The Penny was identified as an LIs pulling a mail train. It has brought a number of letters from readers:

"A note of friendly correction about the mail train. LIs engines have pulled such trains, but this particular one is Class K4s, built at Juniata Shops in July, 1917, and represents one of about 40 Class K4s built in 1917. Juniata built 325 of them, 1914 through 1924. Baldwin built another 106 of them in 1927 and completed in January, 1928."

John S. Harris, Cockeleville, Pa.

"Locomotive 1453 was a Class K4s, outshopped in Juniata in 1918."

H. M. Craig, assistant trainmaster, Pittsburgh.

"Fie and for shame! Engine 1453 was always a K4s, one of the most famous passenger locomotive designs ever produced, and you don't know it! In what part of Timbuctoo do you reside? LIs indeed! Henceforth, kindly avoid having children edit technical matter—we railbuffs would appreciate it. This is intended in a joking way, but by golly, sometimes I wonder where these people have been—outer space maybe? Some things that any railbuff worth his salt knows is apparently Greek to some editors."


"I retired in 1956 as a machinist after 33 years and 6 mos. service with the Pennsylvania Railroad, and I like to read The Penny. I hope you will continue sending it to me. I had only one reportable accident. Accidents can be prevented. Work safe and obey the Safety Rules."

S. N. Mats, Lancaster, Ohio.
LET'S MAKE A DATE IN '68

...TO KEEP SHIPMENTS MOVING SAFELY...

Make Shippers Aware That Railroaders Care