McKEESPORT CONNECTING RAILROAD COMPANY

McK. CONN. RAILROAD

Executive Offices—2515 Grant Bldg., Pittsburgh 19, Pa.
Local Offices—502 Fifth Ave., McKeesport, Pa.

McKEESPORT *Connecting* RAILROAD COMPANY

The McKeesport Connecting Railroad was incorporated March 20, 1889 under the General Railroad Law of the Commonwealth of Pennsylvania, for the purpose of constructing a line of railroad from McKeesport along the south side of Monongahela River to Port Perry, a distance of about four miles.

The railroad consists of 14.83 miles of main tracks, yard tracks, and sidings. It maintains two public team tracks known as Locust Street and Center Street team tracks. It also has connections for interchange of freight with the Pennsylvania, Pittsburgh & Lake Erie, and Baltimore & Ohio railroads. Its rolling stock consists of seven 1000 H.P. Diesel-Electric switching locomotives and 100 70-ton all steel gondola cars.

What Makes It Tick

TEAMWORK

WORK EFFICIENTLY ACCOMPLISHED BY A GROUP OF ASSOCIATES, ALL SUBORDINATING PERSONAL PROMINENCE TO THE ACHIEVEMENT.

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The organization of the McKeesport Connecting may be compared to a league composed of seven teams, all closely dependent upon one another. The success of the league depends wholly upon the teamwork of its several teams. These teams may be identified as follows:

Executive.
Operating:
- a. Transportation.
- b. Maintenance of Equipment.
- c. Maintenance of Way.

Accounting.
Treasury.
Purchasing.

The Operating Department comprises three teams. Transportation is responsible for the manual performance of all phases of train movements and must be on the job every hour in every day in every year. Maintenance is charged with the duties of keeping all railroad property in first class condition and contributes in no small way to safe and efficient operation.

You will become acquainted with the men responsible for the success of each "team" and learn how the success of the "league" is dependent upon teamwork and cooperation of all.

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D. J. SMITH

President

Mr. Smith's railroading experience dates back to the summer of 1913, when he joined the Commercal Freight Department of the Baltimore and Ohio Railroad Company in Pittsburgh as a messenger. For several years he intermingled life insurance, asbestos and steel making with the matter of obtaining a further education. In 1916 he joined the Traffic Department of the Universal Portland Cement Company, holding various positions, until June of 1929, when he left Pittsburgh for New York, to become associated with the General Commerce Counsel of the United States Steel Corporation, where he was engaged in traffic, transportation and commerce work. He was elected President and Director of the McKeesport Connecting on October 1, 1945.

D. T. HASTINGS

Vice President

Mr. Hastings has been a native of Pittsburgh all his life. He was first employed in the Traffic Department of the National Tube Company from 1918 to 1932. He then became affiliated with the McKeesport Connecting, as Chief Clerk, Mechanical Department, McKeesport. In April, 1936, he was promoted to Chief Clerk to the President, at Pittsburgh. Late in 1936 he was elected Vice President and a Director.

THE EXECUTIVE DEPARTMENT

The Executive Department is headed by the President and includes his staff of assistants.

The President presides at all meetings of the Stockholders and of the Board of Directors and has general charge of the business of the Company. He is expected to manage the property so that it will render satisfactory service to the public and meet its financial obligations. He is accountable to the Board of Directors and to the stockholders for the property and its efficient operation.

The Vice President is vested with all the powers and required to perform all the duties of the President in the latter's absence.

The functions and activities of the Executive Department are many and varied;—traffic matters, establishing of rates, publishing of freight tariffs, processing of items for the Interstate Commerce Commission and the Pennsylvania Public Utilities Commission, all matters pertaining to employee relations and contracts or agreements concerning rates of pay and working conditions, are only a few of the many matters which require and receive expedient attention.

The Executive Department, having the responsibility of top supervision for the entire organization, is at all times in close contact with all Departments of the Company as to their activities and procedure. It is this close contact that enables the Executive Department to at all times be in the position of setting the correct policies to be followed for better understanding and cooperation of all Departments.

E. F. SULLIVAN

Superintendent

Mr. Sullivan received his first railroading experience with the Baltimore and Ohio Railroad at Glenwood as a rodman in the Engineering Department. His first job with the McKeesport Connecting Railroad was that of Yard Clerk. After several years as a clerk in the Accounting Department, interrupted by military service in 1918, he was transferred to the Maintenance of Way Department on April 1, 1920. In systematic order he filled the positions of Gang Foreman, General Foreman and on January 1, 1934, was appointed Supervisor of the Maintenance of Way Department. On March 1, 1944, he was appointed Superintendent.

J. F. WALSH

General Yardmaster

Mr. Walsh has been a railroader since 1914, when he started as a clerk for the Baltimore and Ohio Railroad. On November 15, 1918, he came to work for the McKeesport Connecting as a Locomotive Fireman and was promoted to Engineer May 7, 1922. On November 3, 1930, he was appointed Yardmaster, from whence he advanced to Assistant General Yardmaster on March 1, 1944, and to General Yardmaster on April 1, 1947.

THE OPERATING-TRANSPORTATION DEPARTMENT

The Operating Department, headed by the Superintendent, is, with respect to the number of persons employed, the largest department on the railroad. This department operates the trains.

The Superintendent and other officers are responsible for the efficient operation of trains. The General Yardmaster, working in conjunction with the Yardmasters, Dispatchers and various other associated personnel, directs the work of the train and engine crews. Close cooperation between these supervisory keymen and the trainmen and enginemen keeps the trains moving safely and efficiently.

The Operating Department, being closely related to the Mechanical and Maintenance of Way Departments, has a degree of responsibility in the economical use of material, fuel and stores.

It also must maintain close relations with the industries served and the general public. Service is the responsibility of this department.

THE MAINTENANCE OF EQUIPMENT DEPARTMENT

This department, headed by the Superintendent of Motive Power and Equipment, is responsible for the maintenance of the railroad's rolling stock – locomotives, freight cars and work equipment – and for the operation of locomotives and repair shops. It also has charge of the maintenance of buildings and other structures on the property, including Yard Offices, Scale Houses and their facilities.

The Shop force, under the supervision of the Master Mechanic, must keep locomotives and cars in condition for safe and efficient operation. The McKeesport Connecting is a common carrier railroad and its locomotives must conform to the rules and regulations of the Bureau of Locomotive Inspection of the Interstate Commerce Commission. Monthly, quarterly and annual inspections are mandatory. It is the function of this department to so maintain the power, and is the direct responsibility of the Superintendent of Motive Power. The same applies with respect to the Safety Appliance Acts governing cars and locomotives, and orders of the Interstate Commerce Commission.

W. B. JOHNSON

Superintendent of Motive Power and Equipment

Mr. Johnson, a native of McKeesport, commenced work for the McKeesport Connecting on October 15, 1923, as a Machinist Apprentice. He moved ahead as 2nd Class Machinist, 1st Class Machinist, Assistant Foreman, Foreman and Master Mechanic. On April 1, 1947, he was appointed Superintendent of Motive Power and Equipment.

THE MAINTENANCE OF WAY DEPARTMENT

The Maintenance of Way Department, headed by the Supervisor, is responsible for the proper construction and maintenance of fixed property, such as roadbed, tracks, yards and everything pertaining to the roadway.

The track forces, under the supervision of the foreman, contribute in no small way to the safe and efficient operation of the railroad by keeping constantly alert to the condition of the track and making the necessary repairs, which work is very often performed while the track is still in service.

V. P. MANNION

Supervisor, Maintenance of Way

Mr. Mannion took his first job as a railroader in the Maintenance Department of the Pittsburgh and Lake Erie Railroad at Beaver Falls in 1907, as a trackman. He left their service in 1923, to become associated with W. F. Trimble Construction Company of New Brighton. In 1928 he became affiliated with the Beaver Valley Traction Company at Beaver Falls, until 1937. He continued in track maintenance work at both places. On December 18, 1939, he accepted employment with The Lake Terminal Railroad at Lorain, Ohio, from which point he came to the McKeesport Connecting in 1940 as General Foreman, Maintenance of Way Department. On March 16, 1944, Mr. Mannion was appointed Supervisor, Maintenance of Way Department. He also acts as Safety Director.

WM. G. DUFF

Secretary and Auditor

Born at Carrick, Pittsburgh, Pa., and shortly after graduation from college started to work as clerk in the General Office Accounting Department of National Tube Company, on May 16, 1916. Granted leave of absence for military service during World War I and upon discharge in May, 1919, returned to National Tube Company, serving as Clerk and General Accountant until December, 1930. Appointed Chief Accountant of McKeesport Connecting on January 1, 1931, and on January 26, 1932, was elected a Director and Vice President, in which capacity he served until elected to his present position as Secretary and Auditor on December 22, 1936.

F. H. FARRELL

Local Auditor

Born at McKeesport, Pa., and first entered service of McKeesport Connecting as clerk in the Car Accountant's Office on October 1, 1917. Following a brief army service during World War I, he returned to this office and held various clerical positions until his appointment as Assistant Car Accountant on May 1, 1930. He was named Car Accountant on January 1, 1931, and continued in that capacity until made Superintendent Car Service and Chief Timekeeper on January 1, 1938, and on May 1, 1940, was appointed Superintendent Car Service and Freight Agent, which position he held until his present appointment as Local Auditor on October 1, 1948.

THE ACCOUNTING DEPARTMENT

The operations of the Accounting Department may be summarized under four basic functions, as follows:

(1) The Accounting function establishes the design, installation and custody of all accounting books, records and forms.

(2) The Auditing function establishes and maintains internal controls, the audit of receipts and disbursements and the general relationship with the company's public accountants.

(3) The Tax function includes the assembly of information and the preparation of returns for income, excise and payroll taxes, and the general relationship with tax agents and auditors; and

(4) The Interpretative function covers the preparation of financial statements and statistics to assist the directors, officers and general management of the company in the formulation of plans and policies or for other purposes of internal or external use.

The Local Auditor's Office at McKeesport, Pa., functions under the jurisdiction of the Auditor and is comprised of two main divisions, namely, the Car Accounting – Revenue Billing under the Car Accountant, and the Timekeeping – Payroll under the Chief Timekeeper and Paymaster. It is also responsible for accounting work relating to road and equipment accounts, car repair billing and stores accounting involving the records covering the receipt and disbursements of materials used by the various Maintenance Departments.

TREASURY— PURCHASING DEPARTMENT

H. J. GRANCE

Treasurer and
General Purchasing Agent

Mr. Grance was born and raised in Pittsburgh and was first employed by Carnegie Steel Company on May 7, 1909. After serving Carnegie Steel for several months. he went to work for National Tube Company on February 1, 1910, and was continuously employed by them, with exception of 18 months in World War I. Mr. Grance joined the McKeesport Connecting Railroad Company as a clerk on September 1, 1936, and on February 8, 1938, was appointed Assistant Treasurer. On August 11, 1938, he was elected a Director and Treasurer. On November 1, 1948, he was appointed to the additional post of General Purchasing Agent.

The Treasury Department has custody of all funds and securities of the Company, and endorses on behalf of the company for collection, checks, notes and other obligations, and deposits same in such bank or banks as the Board of Directors may designate.

A record of all moneys received and paid is entered daily in the Cash Book, and this record is open for inspection to the President or Auditor of the company at all times.

The Purchasing Department is charged with the actual buying of and contracting for material, supplies and other items which must be procured for the company's requirements, and this department must continuously test the markets so that the lowest possible prices and most favorable terms are available to the company at all times.

Certain other functions, of a more specific nature, are expediting shipments, recording price information, checking invoices, and receiving and interviewing sellers' representatives promptly and courteously.

THE PLAYERS

Up to now, you have read only about the managers of those teams referred to on page three. How about the players who perform day in and day out in running the trains, fixing the locomotives, fixing the cars, fixing the tracks, and a thousand other miscellaneous jobs? These players all like to work on the McKeesport Connecting team because the McKeesport Connecting is a good place to work. This is borne out by the fact that there are presently over 75 of them with 25 or more years of service and one with 55 years. This represents about one-third of all employees and the employee-employer relationship of which all of us are justly proud. This McKeesport Connecting league is professional in all ways.

Silver service medals are presented to all employees who have completed 25 years of service. This is repeated thereafter at five-year intervals, until a gold service medal is presented for 50 years of service. Very few have attained the 50 year goal.

The installation of Diesel locomotives made a change necessary in the design of the service medals. The old and the new are reproduced here below.

THE OLD TIMERS

Justifiably proud of their 20, 30, 40 and even 50 year service records in various capacities with the McKeesport Connecting, a group of men in 1941 conceived the idea of forming an organization of veteran employees. Plans were perfected and in May, 1943, when the McKEESPORT CONNECTING RAILROAD VETERANS ASSOCIATION came into being, it met with a most enthusiastic reception from employees and hearty cooperation and support from the executives and officials of the Company.

The Association's membership consists of employees from all departments who have been in the service of the Company five or more years, and all of the retired employees. Current membership is 152, consisting of 121 active employees and 31 retired employees.

The Veterans Association has for its aim and objective promotion of good fellowship among employees, creation and preservation of mutual interest in their common welfare, building up of a social relationship among its members, and the honoring of veteran employees upon retirement from active service.

During the years since its inception the Veterans Association has been highly successful in accomplishment of its objectives. It regularly sponsors a schedule of meetings and social affairs, well attended by workmen, both active and retired, and by Company officials. These affairs have proven an enjoyable deviation from routine, an opportunity for sociable contact, and constructive in the promotion of good fellowship and harmonious relations.

At all functions of the Association, and particularly at the Annual Banquet, the retired employee is the guest of honor. It gives him an opportunity to renew old friendships, greet his former fellow workers and talk over old times. He comes, often from hundreds of miles away, and throughly enjoys this homecoming and reunion.

The officers and members of the Veterans Association and the officers of the Railroad who have given the Association their cooperation and support can well be proud of their efforts in the promotion of the objectives of this organization.

The first officers of the Association were:

President ..... F. H. FARRELL
Vice President ..... J. F. WALSH
Secretary-Treasurer ..... J. J. SULLIVAN

REPRESENTATIVES

Trainmen ..... C. L. MURPHY
Enginemen ..... J. N. MACKEY
Maintenance of Way ..... P. BIANCONI
Yard-Clerical ..... J. P. TRACEY
Mechanical ..... H. L. SMITH

Present office holders are:

President ..... J. H. BARAN
Vice President ..... P. FEDOR
Secretary-Treasurer ..... F. H. FARRELL

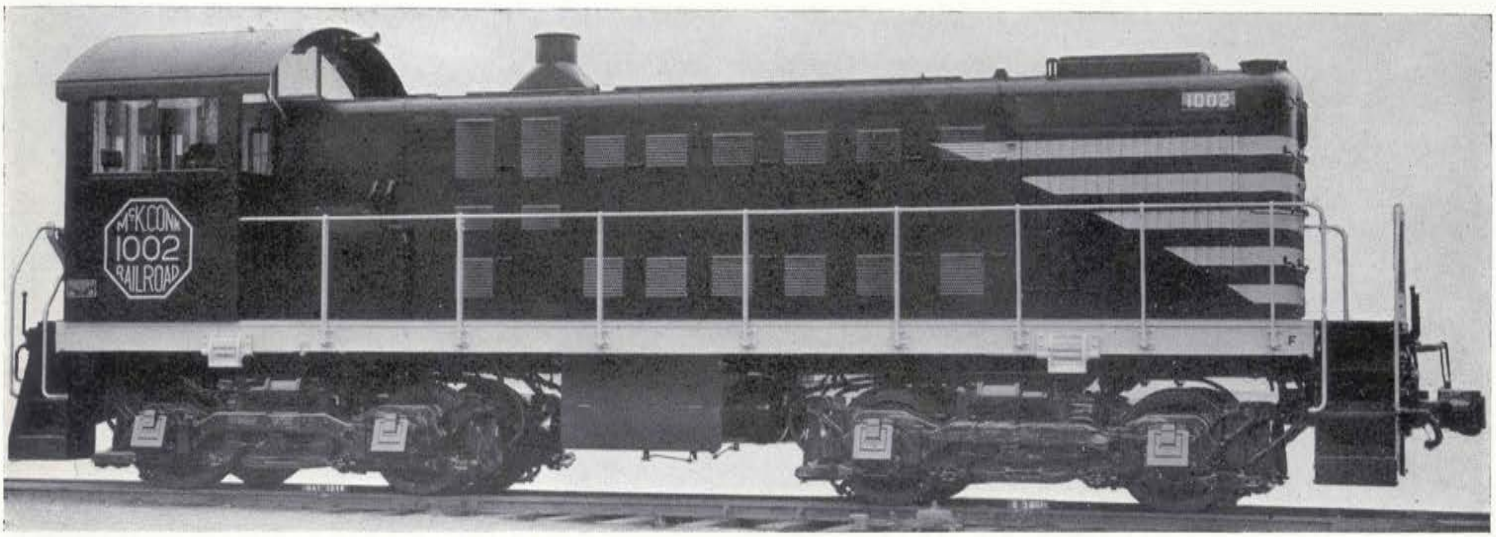
REPRESENTATIVES

Trainmen ..... J. J. LOFTUS
Enginemen ..... E. H. JAMESSON
Maintenance of Way ..... F. MAGLICCO
Yard-Clerical ..... L. L. MORRISON
Mechanical ..... F. HUPPLE

Progress
ON THE
McKEESPORT CONNECTING

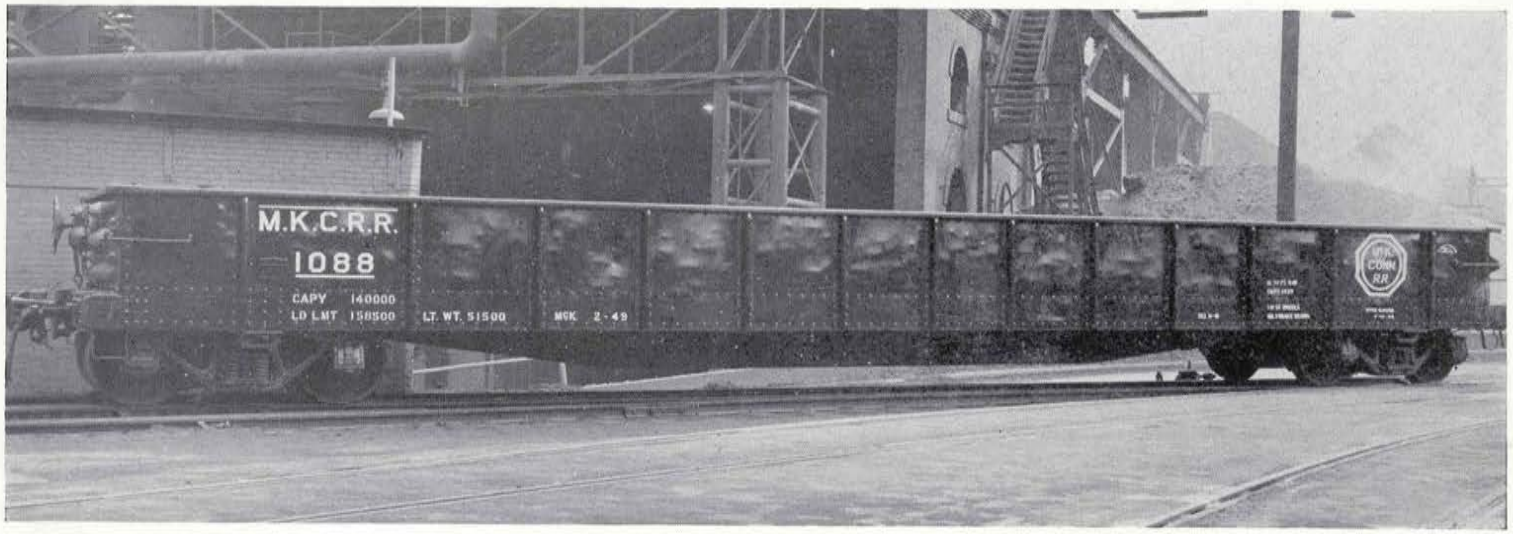
McK. CONN. RAILROAD

On the closing pages of this brochure there is reproduced a history in picture form of locomotives which were at one time or another in service on the McKeesport Connecting. The progress made is obvious when old No. 7 4-wheel steam switcher is compared with the modern 1000 H.P. diesel-electric No. 1002, which is reproduced several times throughout this brochure. This is in keeping with the parade of progress, not only on McKeesport Connecting but also throughout the length and breadth of this great land of ours.



MODERN LOCOMOTIVE POWER
1000 B.H.P. ALCO DIESEL LOCOMOTIVE
GENERAL CHARACTERISTICS

Track Gauge		4′ 8½″
Diesel Engine, ONE, 6 Cylinders, Supercharged		1000 B.H.P.
Driving Motors	Number	Four
	Maximum Speed Restriction	60 m.p.h.
Driving Wheels	Number	4 Pairs
	Diameter	40″
Weight	On Drivers	230,000 lbs.
	Total Locomotive	230,000 lbs.
Wheel Base	Each Truck (Rigid)	8′ 0″
	Total Locomotive	30′ 6″
Maximum Overall Locomotive Dimensions (Drawing)		
	Height	14′ 6″
	Width	10′ 0″
	Length (Inside Knuckles)	45′ 5¾″
Starting Tractive Effort (at 30% Adhesion)		69,000 lbs.
Minimum Radius Curvature (Locomotive Alone)		50′
Supplies (Total Capacity)	Lubricating Oil	80 gallons
	Fuel Oil	635 gallons
	Engine Cooling Water	240 gallons
	Sand	27 Cu. ft.



MODERN GONDOLA CARS
CAPACITY 140,000 LBS.

GENERAL DIMENSIONS

Length inside of body	50′ 6″
Length over striking plates	53′ 3″
Distance from center to center of trucks	43′ 3″
Length over end sills	52′ 6″
Width inside	9′ 6″
Width over side top angles	10′ 3⅛″
Height inside	3′ 0″
Height, rail to top of floor	3′ 4-13/16″
Height, rail to top of side	6′ 4-13/16″
Height, rail to center line of coupler	2′ 10½″
Height, rail to bearing surface of body center plate	2′ 1¾″
Cubic capacity—level	1439 Cu. Ft.

CONVERSION FROM STEAM TO DIESEL-ELECTRIC LOCOMOTIVES

Through the foresight and long range planning of McKeesport Connecting's Executives, it was decided to begin a conversion from steam to diesel locomotive equipment. After a careful analysis of the comparative costs of operation of steam and diesel locomotives, there was initiated in the early part of 1946 the conversion from steam to diesel locomotives. The first diesel switchers of 1000 H.P., 115 tons, were received from the American Locomotive Company in May, 1948. These locomotives were enthusiastically received by the same men whose entire experience had been with steam equipment and from the first day the diesels began performing the duties of the McKeesport Connecting, the enthusiasm originally manifested was justified.

Other factors have since confirmed the wisdom of the conversion from steam to diesel, but most notably was an immediate increase in the improvement of railroad service.

The executives of the McKeesport Connecting immediately realized the necessity of shop facilities for the repair and maintenance of diesel locomotives. It became quite obvious that the maintenance of this new diesel equipment, with its entirely different tool and parts requirements, must necessarily be treated differently than that for steam equipment. In the beginning it was decided that all diesel switchers be of the same manufacture, for the reason that a more simplified maintenance and parts setup could be obtained.

There was constructed adjacent to the Locomotive Repair Shop a combination storage and pump house building – 14' long, 12' wide and 14' high, below the surface of which were placed three fuel oil storage tanks of 10,000 gallons capacity each.

It was found that the pit formerly used to service steam locomotives was not of the proper type to accommodate the diesels, which made it necessary to deepen it to 56". This pit is 110' long, sufficient to accommodate two locomotives, with concrete steps at each end, and is illuminated with eighteen (18) lights embedded in both sides of the pit walls.

It was further found that the old lighting system would have to be abandoned, and new lighting equipment was installed, to provide more light for the precision work necessary in maintaining diesel-electric locomotives.

Further improvements to the shop facilities included five (5) Kinnear rolling steel doors electrically operated, and at the west end of the shop a concrete block cleaning and drying room was constructed, part of which is used for diesel electrical repair work.

A 1,500 gallon tank for storing lubricating oil and a 1,000 gallon tank for storing waste lubricating oil were placed below the surface of the floor of the shop. Steel platforms were made and placed on both sides of track #413 for the repair of diesel-electric locomotives. Four (4) 35-ton Whiting portable electric jacks have been purchased for raising and lowering locomotives for the purpose of repairing trucks and the removal of wheels.

The interior of the shop was completely redecorated and the coal stove method of heating was replaced by modern steam heating equipment.

The tool room was remodeled and enclosed with 2" mesh wire.

SHOP AND EQUIPMENT

The redesigned and refurbished shop is shown in picture form on the following pages. Included among the shop equipment are:

18″ Post Drill Press
18″ Engine Lathe
30″ Engine Lathe
36″ Engine Lathe
22″ Rotary Planer
24″ Shaper
36″ Planer
12″ Double Grinder
14″ Hydraulic Pressure Press
48″ Punch and Shear
Radial Drill (4′ - 6″)
42″ Turret Lathe
8″ Drill Grinder
18″ Grinder
79″ Wheel Lathe
16″ Post Drill Press (size 2 to 3)

It is generally felt that with the use of the new facilities, the outlook for efficient operation of the McKeesport Connecting is extremely optimistic. Abnormal demands of the last few years have added to the difficulties of the McKeesport Connecting but it is hoped and felt that the burden will be considerably lightened through the acquisition of the new facilities and modernizing of the old, together with a determined effort of the whole McKeesport Connecting Team to do a job unequaled.