

EMPIRE
SERVICES

EMPIRE
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IRAINS 91AND
VOL. V

EXHIBITS
VOL. IV

ROBERT D. TIMPANY

PCC004042

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INITIAL DATA
CENTRAL
VOL. VI

CONTROL REPORTS
VOL. VII

ROBERT D. TIMPANY

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EMPIRE
SERVICE

EMPIRE
SERVICE

CONTRIBUTING FACTORS
VOL. VIII

CONTRIBUTING FACTORS
VOL. IX

ROBERT D. TIMPANY

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EMPIRE
SERVICE

EMPIRE
SERVICE

LOCOMOTIVES
VOL. X

MISCELLANEOUS
VOL. XI

ROBERT G. TIMPANY

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SERVICE

MISCELLANEOUS

VOL. XII

PERTINENT DATA
DEC. 3, 1967
MAR. 20, 1969

VOL. XIII

HEARING OF
MAR. 21, 1969

VOL. XIV

ROBERT B. TIMPANY

ROBERT B. TIMPANY

R. B. TIMPANY

PCC004046

EMPIRE
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PREPARATION FOR
APR. 1, 1969

VOL. XV

ROBERT B. TIMPANY

EMPIRE
SERVICE

PREPARATION FOR
APR. 1, 1969

VOL. XVI

R. B. TIMPANY

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EMPIRE
SERVICE

TRANSCRIPT
—
VOL. XVII

ROBERT D. TIMPANY

EMPIRE
SERVICE

TRANSCRIPT
—
VOL. XIX

ROBERT D. TIMPANY

PCC004048

APPENDIX-0170

EMPIRE
SERVICE

EMPIRE
SERVICE

WEST
END

TRANSCRIPT
VOL. XVIII

COMMENTS
& ORDER
VOL. XX

Vol. 1

ROBERT D. TIMPANY

B. D. TIMPANY

B. D. TIMPANY

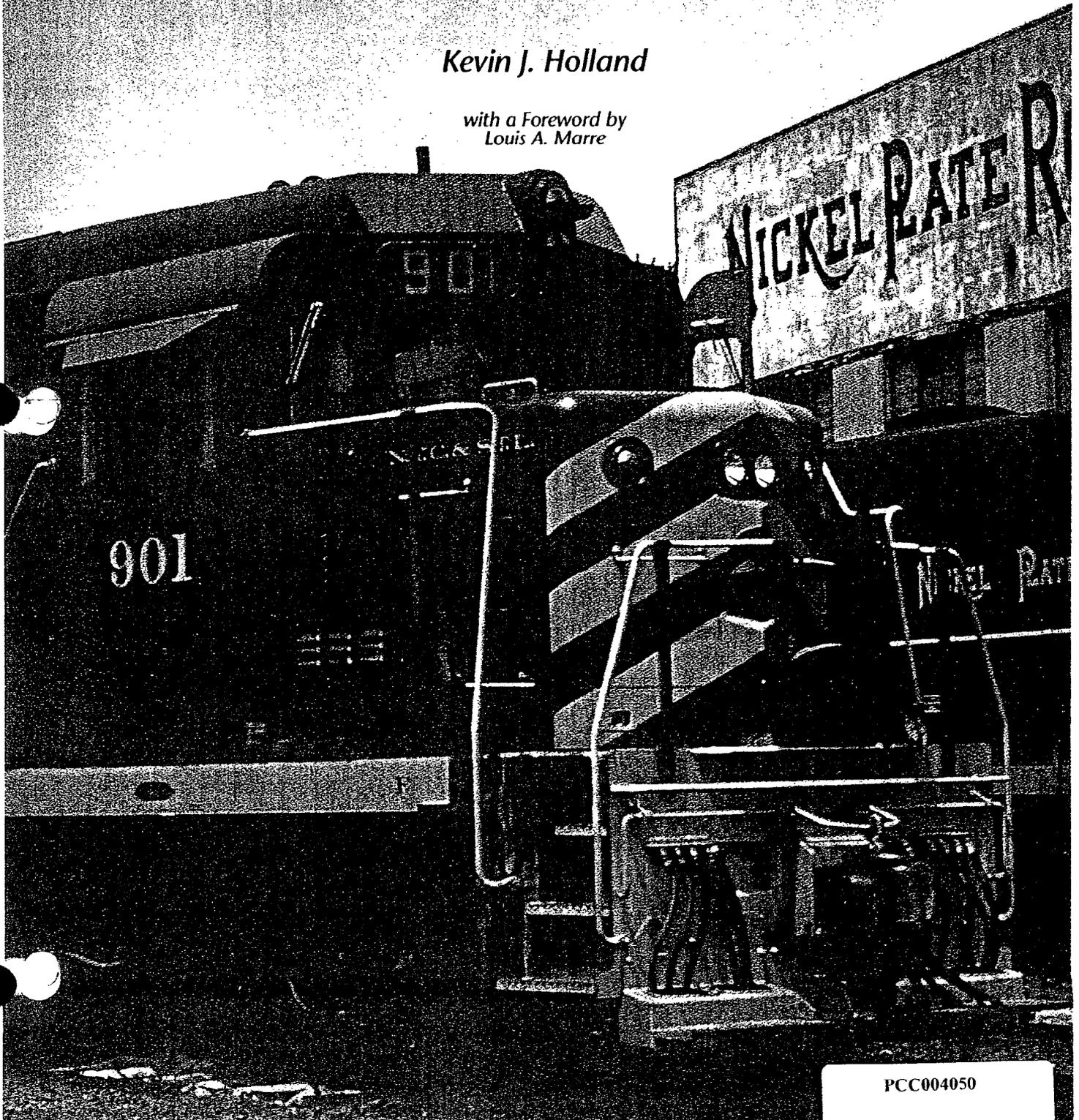
PCC004049

NICKEL RATE ROAD

DIESEL LOCOMOTIVES

Kevin J. Holland

*with a Foreword by
Louis A. Marre*



PCC004050

MEMOR

THE NICKEL PLATE STORY

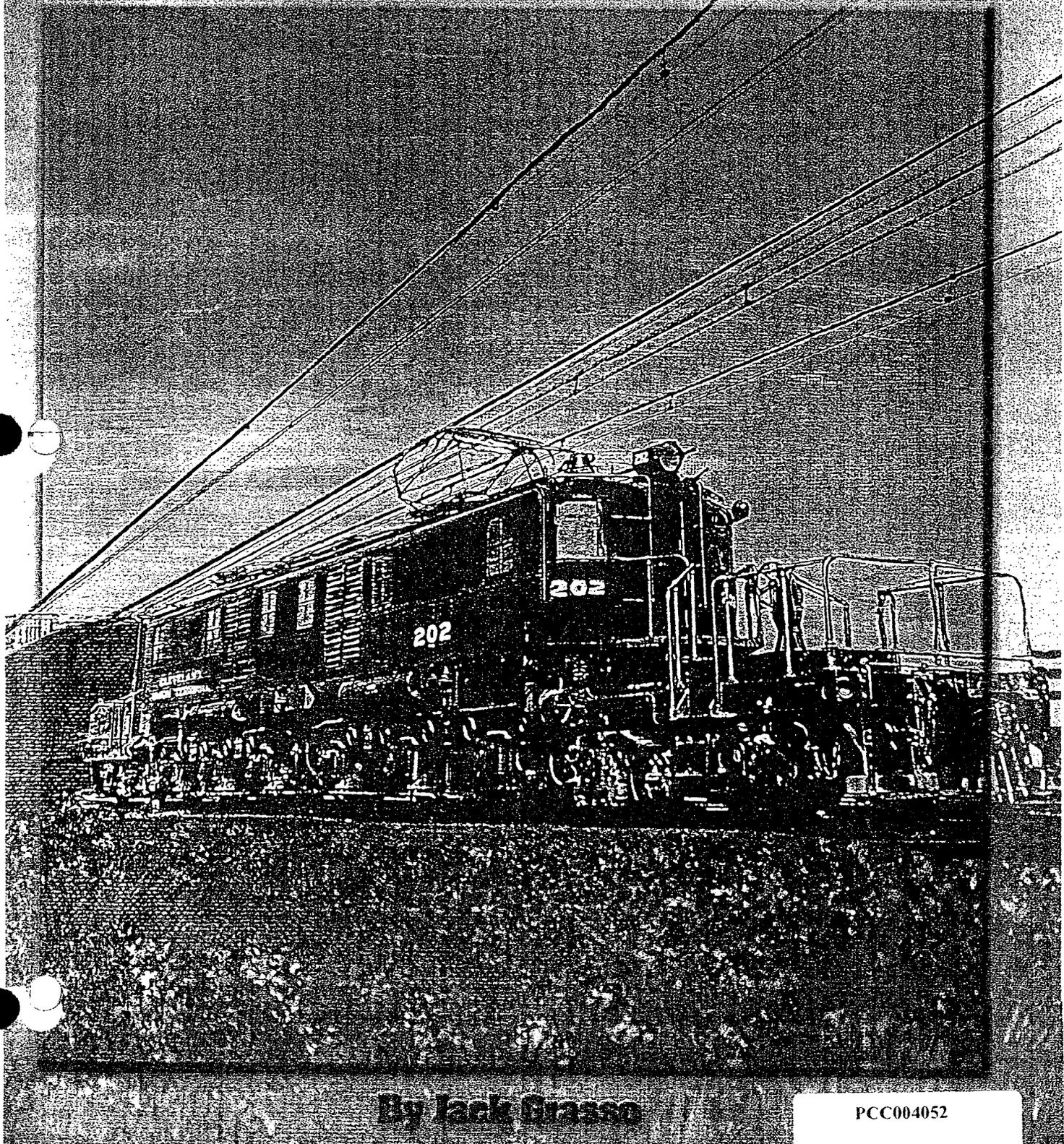


PCC004051

Operation CUT

The first 30 years

The story of the rail operations out of Cleveland Union Terminal
in "Railroading's Golden Age"



By Jack Grasso

PCC004052



The TOWER

PCC004053

*Toman
&
Heys*

Horse
Trails to
Regional
Rails

The
Story
of Public
Transit in
Greater
Cleveland



PCC004054

NORTHERN OHIO'S INTERURBANS and RAPID TRANSIT RAILWAYS



TROLLEYS
TRAINS
TOO!!

- SPECIAL**
- CHIPPEWA LAKE
 - SILVER LAKE
 - WILLOUGHBEACH
 - AKRON LIMITED
 - ALLIANCE
 - ASHLAND
 - ASHTABULA
 - BARBERTON
 - BEDFORD
 - BELLEVEUE
 - Berea
 - BUCYRUS
 - BURTON
 - CANTON
 - CHAGRIN FALLS
 - CHARDON
 - DOVER
 - EXPRESS
 - FREMONT
 - GARRETTSVILLE
 - GATES MILL
 - GENEVA
 - KENT
 - LOCAL
 - LORAIN
 - MANSFIELD
 - MASSILLON
 - MEDINA
 - NEW PHILADELPHIA
 - NORWALK
 - OVERLIN
 - PAINESVILLE
 - RAVENNA
 - SANDUSKY
 - SHAKER HTS.
 - TOLEDO
 - URICHVILLE
 - WARREN
 - WILLOUGHBY
 - WOOSTER

THE COMPLETE STORY



OF THE GREAT ELECTRIC TRACTION NETWORK THAT RADIATED THROUGH NORTHERN OHIO RIDE THE BIG INTERURBAN LIMITEDS AGAIN CITY TROLLEYS GALORE FREIGHTS MAIL CARS FUNERAL CARS EXCURSIONS AMUSEMENT PARKS STEAM TRAIN DAYS DUMMY LINES HORSE RAILWAYS HUNDREDS OF RARE PHOTOS IN DEPTH STUDIES OF THE CLEVELAND AND SHAKER RAPID TRANSITS SECRET CLEVELAND FACTS and of historical note, a chapter personally written BY O. P. VAN SWERINGEN, never before published, on the development of Shaker the PAST, PRESENT, and FUTURE OF TRANSIT IN NORTHERN OHIO sweeps before you in this exciting panorama.



SHAKER
HEIGHTS
RT

PLUS MANY MAPS, TIMETABLES,
ROSTERS, RAILROAD RARITIES!

BY HARRY CHRISTIANSEN

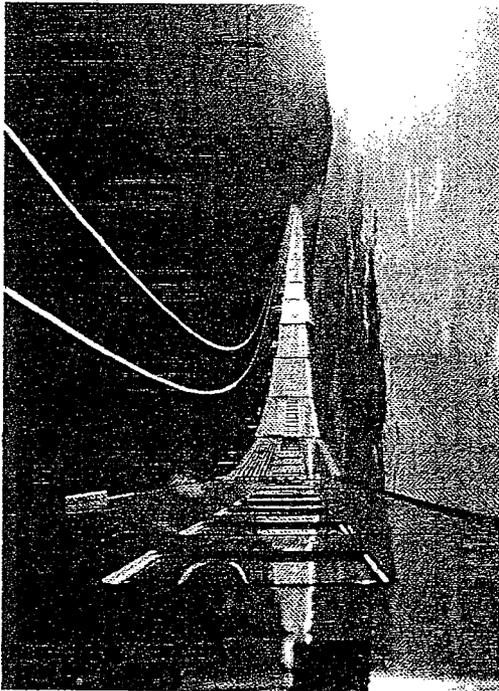


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H.C. 1964

80,000 WORDS! 475 PICTURES, MAPS, TIMETABLES! — ONLY \$4.95

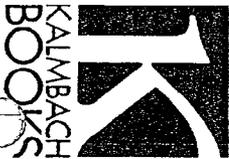
TWILIGHT OF THE GREAT TRAINS



FRED W. FRAILEY

*Bill, one of the pleasures
of writing this was in getting
to know you. Thanks so much
for your help. The Bo/Crd
Chapter wouldnt you.
would*

Fred Frailey



Invisible Giants

The Empires of Cleveland's
Van Sweringen Brothers

Herbert H. Harwood, Jr.

CUT

Original owners:

NYC - 93% (NYC²BISY)

NKP - 7%

Tenants: B&O

Erie/EL ~~NYC~~

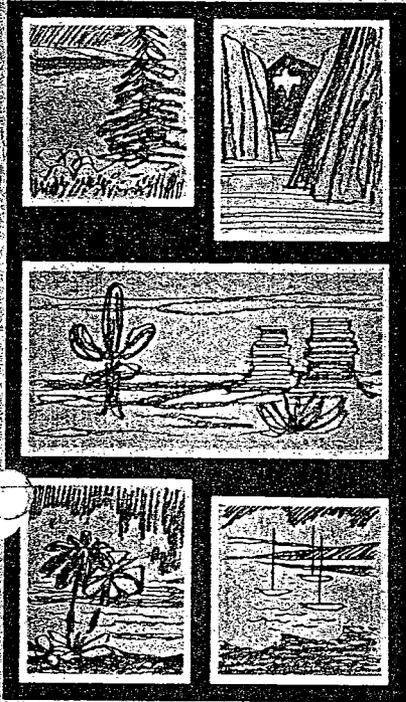


Bloomington and Indianapolis

2003

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1975 Edition

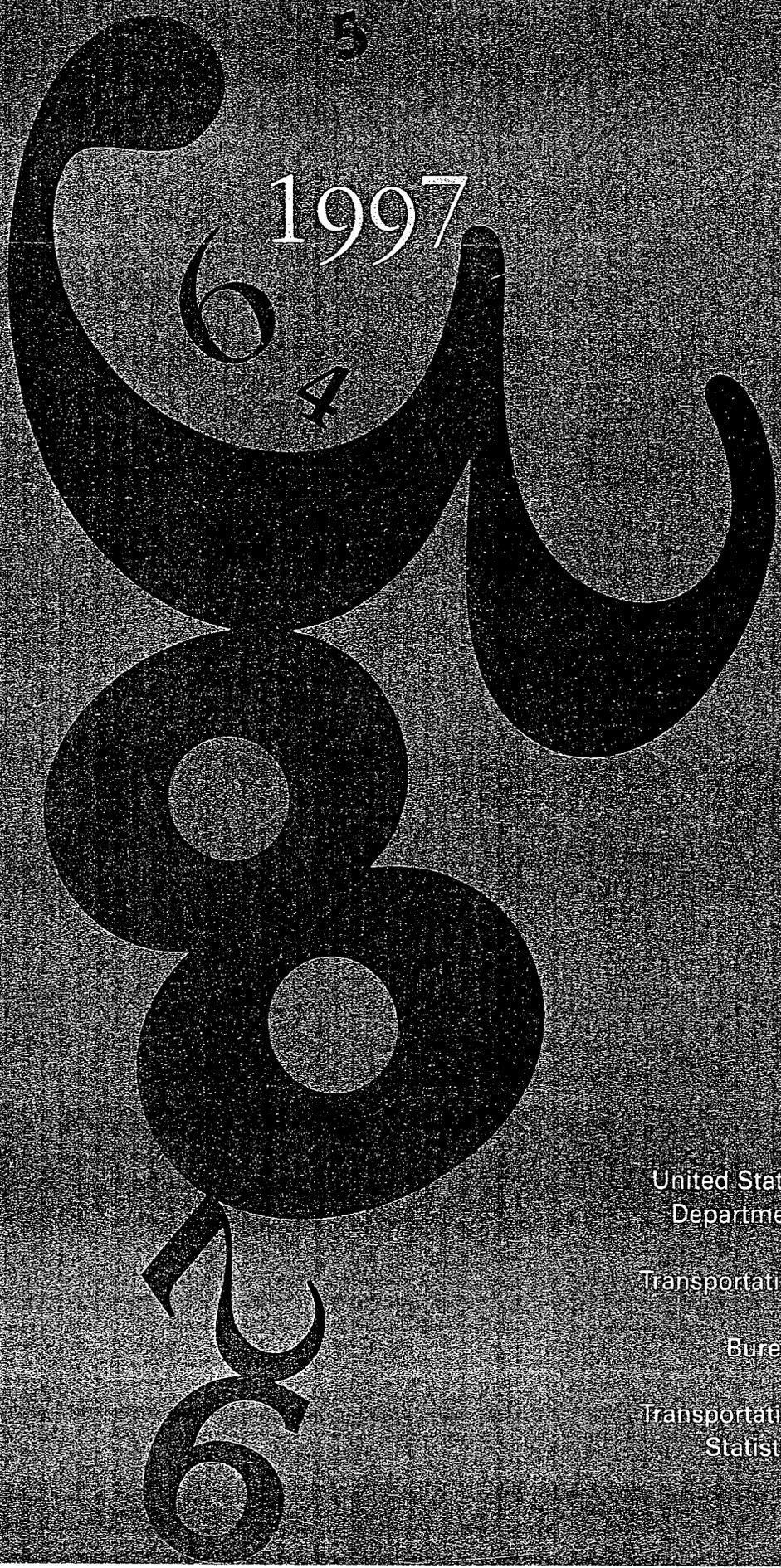


TRAVEL TRENDS in the United States and Canada

BUSINESS RESEARCH DIVISION
UNIVERSITY OF COLORADO
IN COOPERATION WITH
THE TRAVEL RESEARCH ASSOCIATION

PCC004058

national transportation statistics



1997

United States
Department
of
Transportation

Bureau
of
Transportation
Statistics

PCC004059

RAILROAD PASSENGER SERVICE COSTS AND FINANCIAL RESULTS



by
STANLEY BERGE

Northwestern University School of Commerce

PCC004060



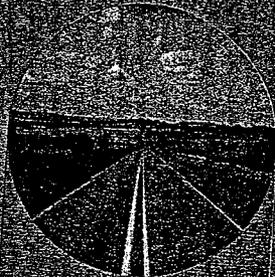
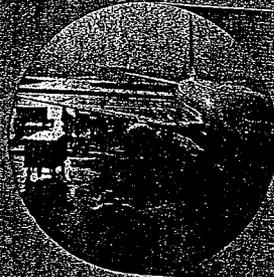
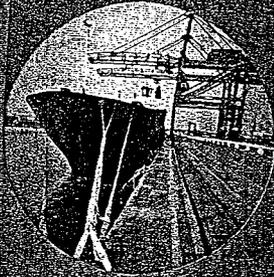
THE WRECK OF THE PENN CENTRAL

JOSEPH R. DAUGHEN & PETER BINZEN

PCC004061

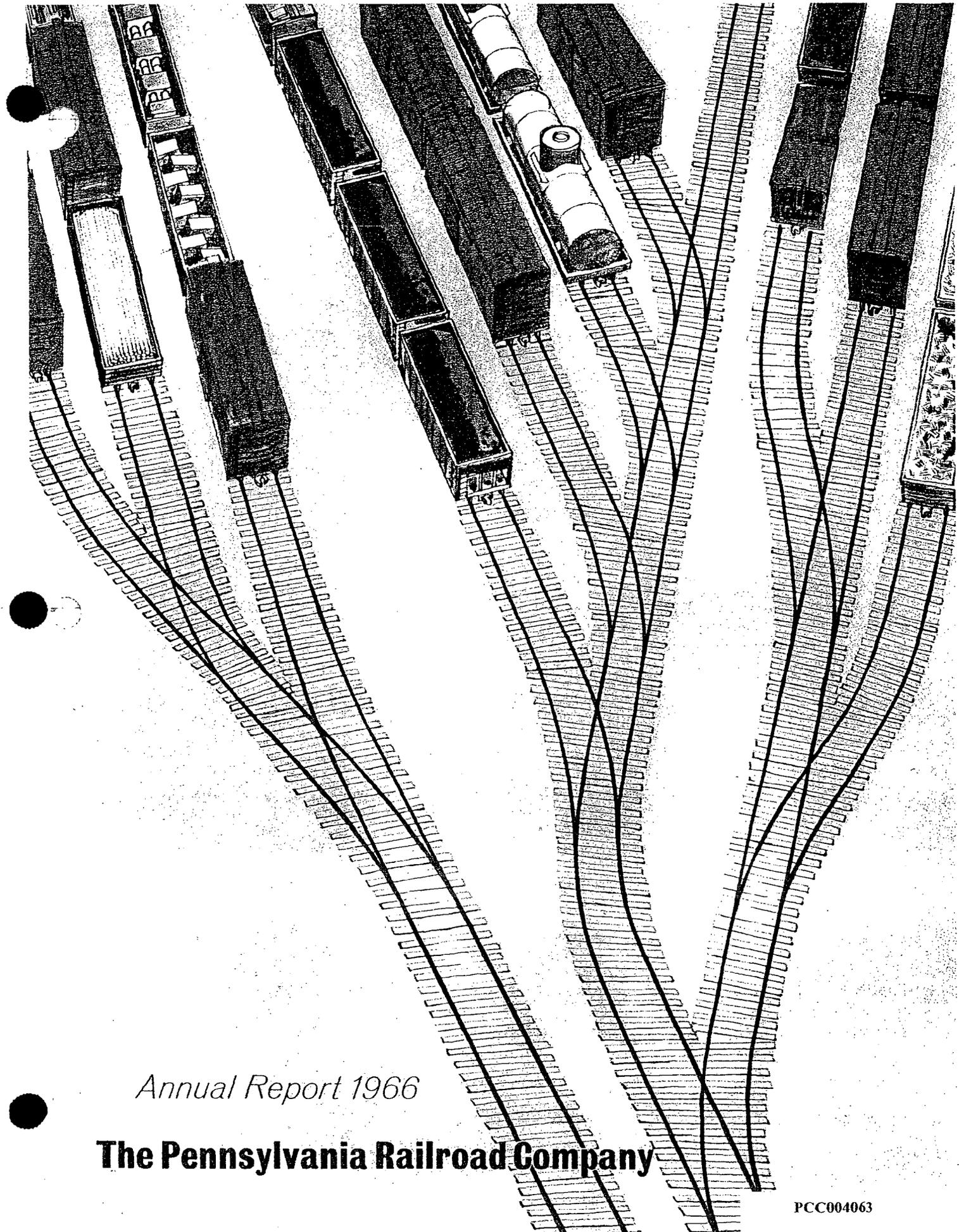
Bureau of Transportation Statistics

Pocket Guide to Transportation



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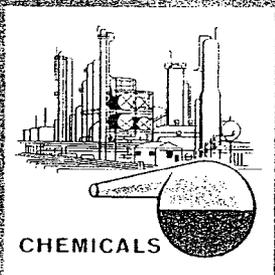
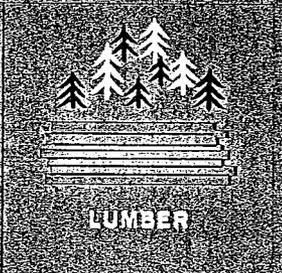
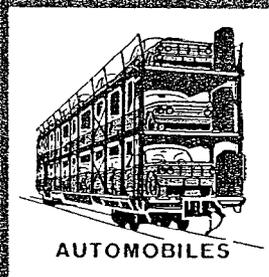
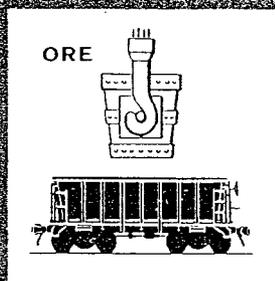
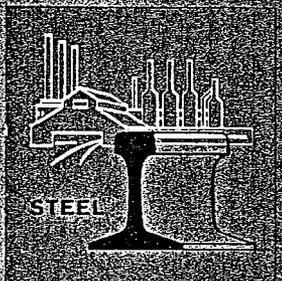
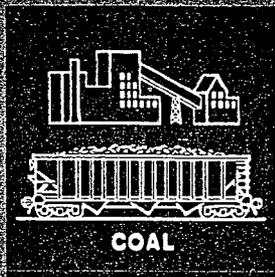
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Annual Report 1966

The Pennsylvania Railroad Company

PCC004063



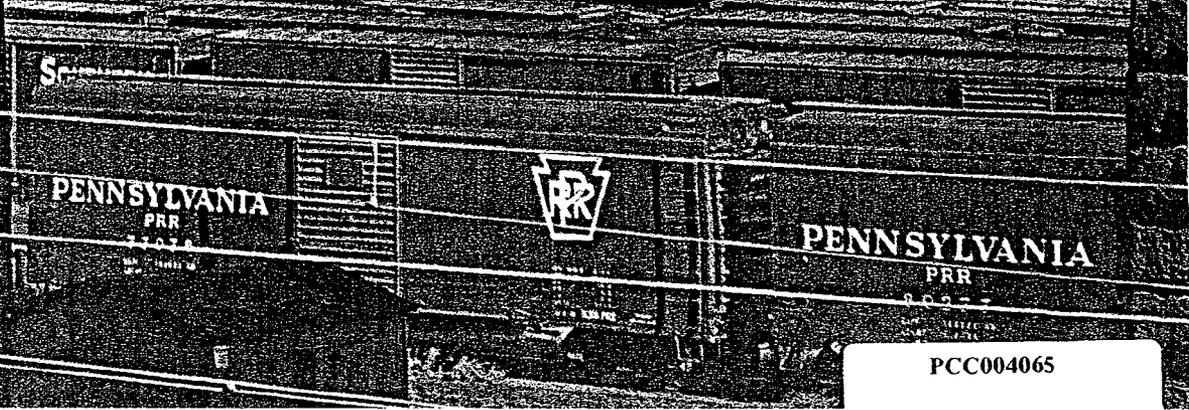
**1961
ANNUAL
REPORT**

PCC004064

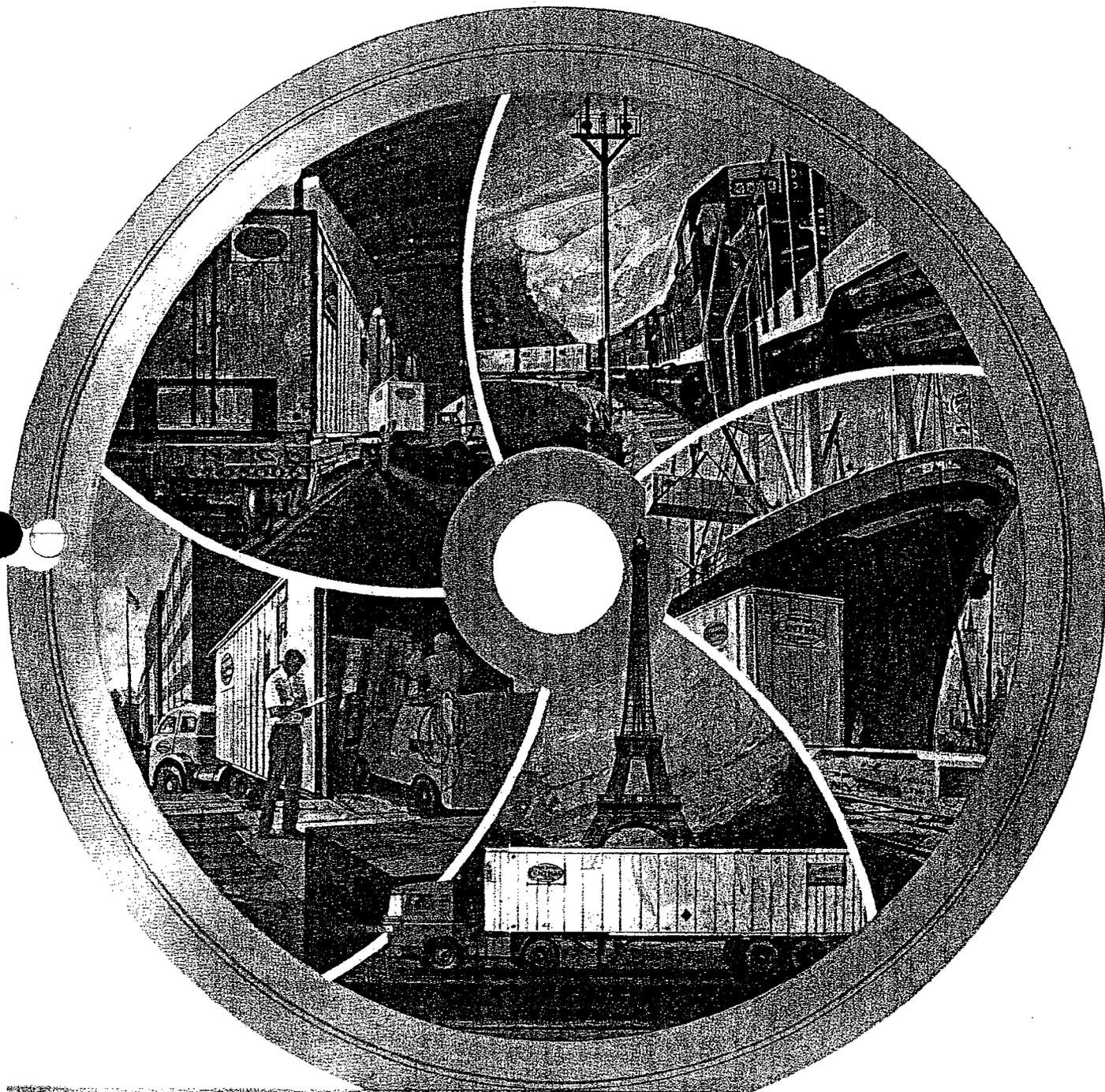
ANNUAL REPORT



1960



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PCC004066

"A steel wheel on a steel rail . . . the basis of man's most efficient distribution system."

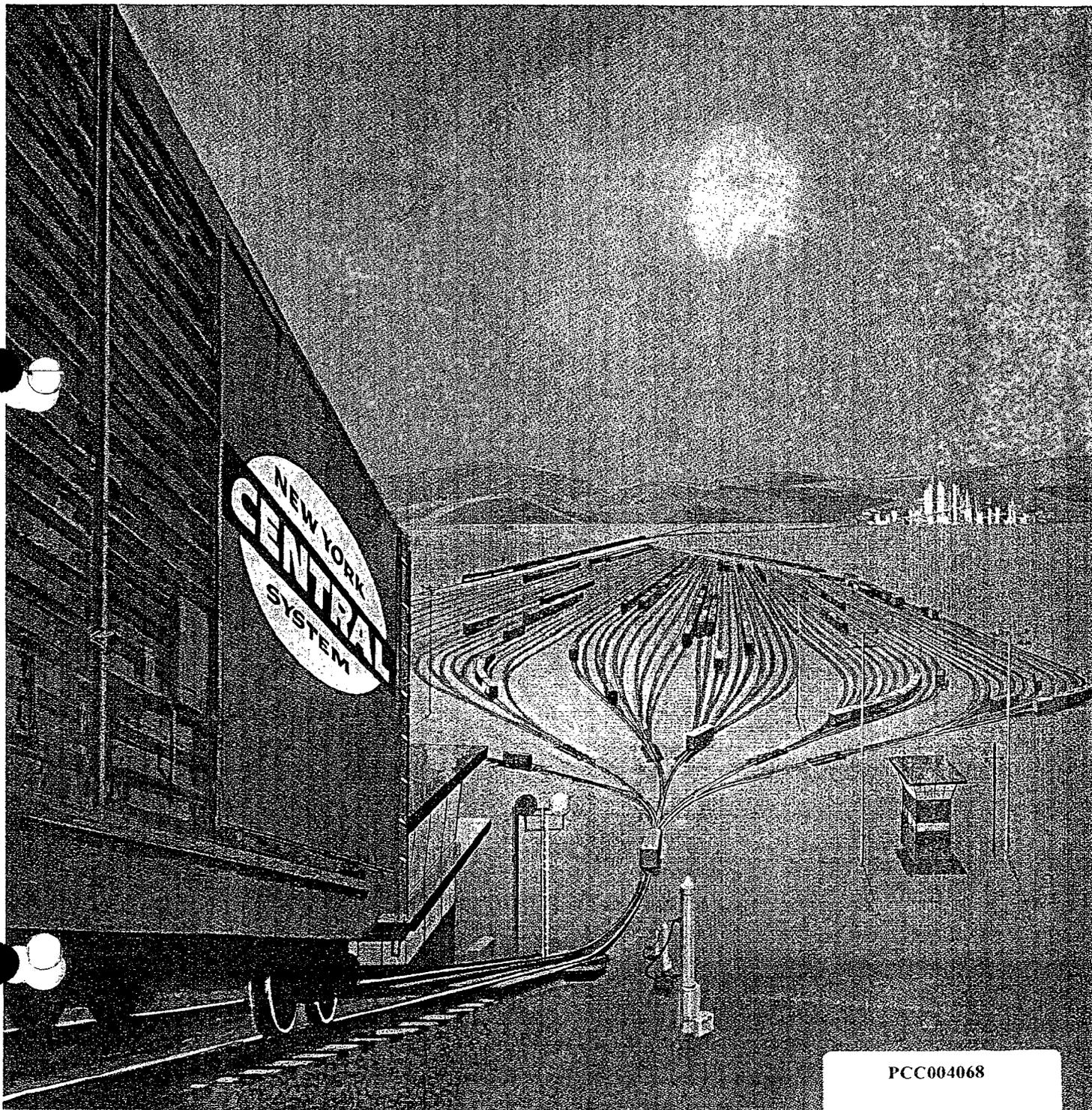


The New York Central Railroad Company

*Statistical Supplement
To 1966 Annual Report*

PCC004067

1960 ANNUAL REPORT NEW YORK CENTRAL RAILROAD COMPANY



PCC004068

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF CONNECTICUT

REPORT

of

THE TRUSTEES

on the

OPERATIONS

of

THE NEW YORK, NEW HAVEN AND HARTFORD
RAILROAD COMPANY
FOR THE YEAR 1966

to

THE HONORABLE ROBERT P. ANDERSON
UNITED STATES CIRCUIT JUDGE
SITTING BY DESIGNATION

Filed: March 17, 1967

(4837)

PCC004069

APPENDIX-0191

ANNUAL REPORT



THE NEW YORK,
NEW HAVEN
AND HARTFORD
RAILROAD
COMPANY

PCC004070

APPENDIX-0192

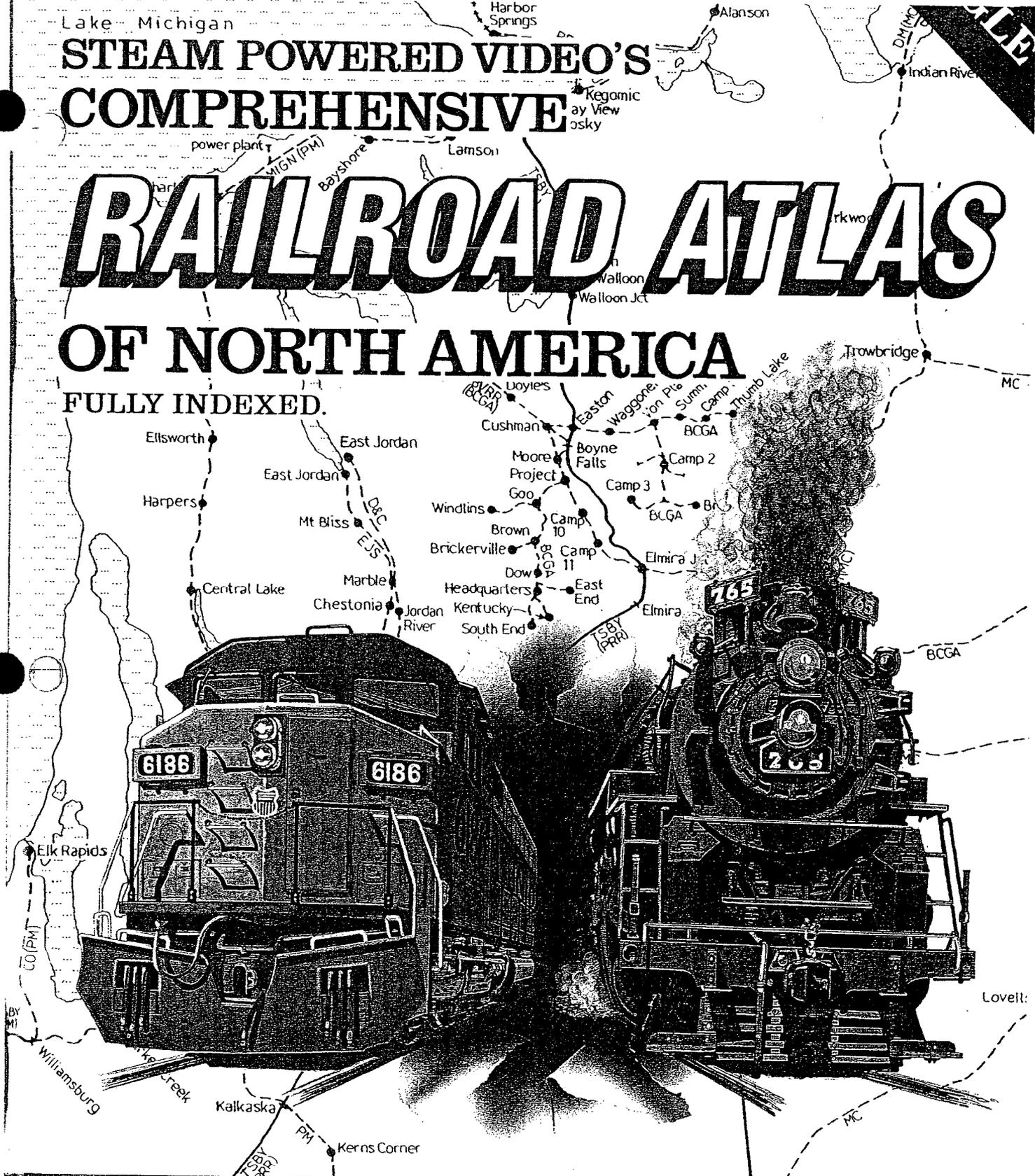
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RAILROAD ATLAS

OF NORTH AMERICA

FULLY INDEXED.



GREAT LAKES EAST

MIKE WALKER

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NEW!

**OFFICIAL
STREET ATLAS**



CLEVELAND

AND

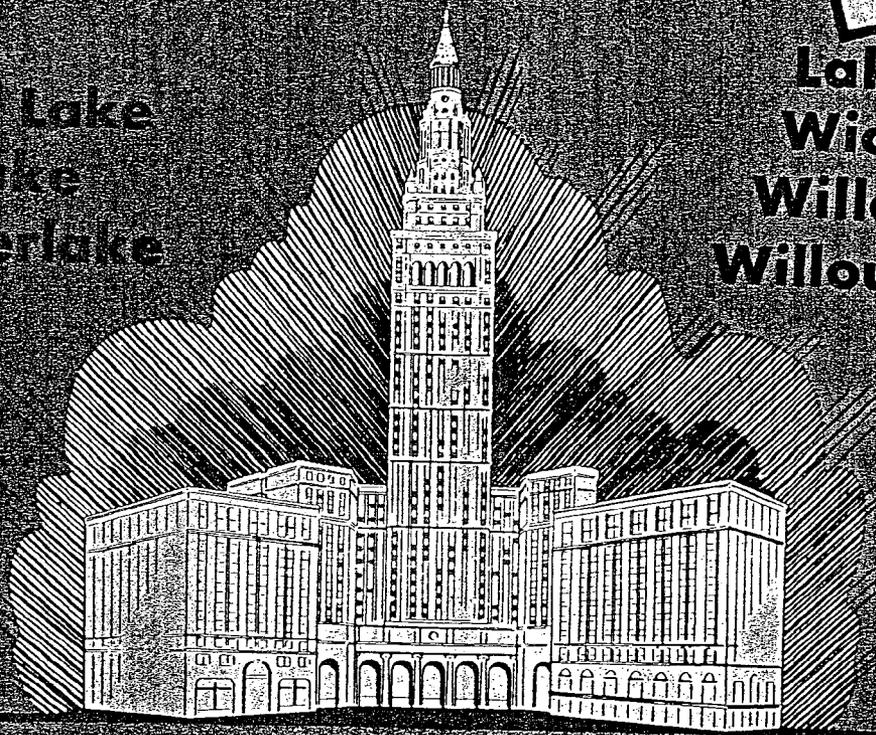
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COUNTY**

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Willoughby



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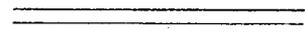
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11 12 15 16
17 18 19 21
26

XEROX
(188)

PSGI serv
statistics

STATISTICS OF
RAILROAD PASSENGER SERVICE



ASSOCIATION OF AMERICAN RAILROADS
BUREAU OF RAILWAY ECONOMICS
WASHINGTON, D.C., 20006
October 1966

14

1995 American Travel Survey

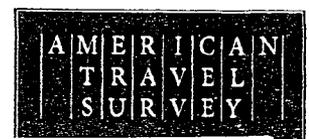
Publication Number BTS/ATS95-ESTC/OH

Ohio

SUMMARY TRAVEL CHARACTERISTICS



**Bureau of Transportation Statistics
U.S. Department of Transportation**



PCC004074

AMERICAN TRAVEL SURVEY

Travel profile

Long-distance leisure travel in the United States

The American Travel Survey estimates that, whether traveling for business, leisure, to visit friends or relatives, or personal business, Americans logged nearly 827 billion long-distance travel-miles while completing 656 million household trips in 1995.¹ This profile examines the frequency and characteristics of U.S. leisure travel, which accounted for 27 percent of these household trips. By comparison, about 30 percent of long-distance household trips were to visit friends and relatives, 29 percent were for business, and 14 percent were for personal business.

¹ A trip is defined as roundtrip travel to a destination at least 100 miles from home.

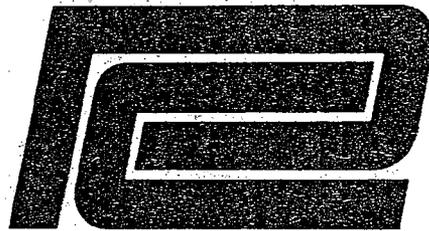
As shown in figure 1, when broken out by type of leisure trip, households traveling for *rest or relaxation* made 37 percent of these trips, followed by households seeking *outdoor recreation and entertainment*—both at about 22 percent. The balance of leisure trips was for *sightseeing*, at 14 percent, and *shopping*, at 6 percent.



PCC004075

RAIL PASSENGER
FEASIBILITY STUDY

PREPARED FOR
PENN CENTRAL RAILROAD



CARL R ENGLUND, JR.

TRANSPORTATION CONSULTANT

PCC004076

PENN CENTRAL PASSENGER

STUDY

Carl R. Englund

PCC004077

TABLE OF CONTENTS

PART A

	<u>Page</u>
I. Statement of Problems.....	1
II. Synopsis of Termination of Service West of Buffalo-Harrisburg.....	4
III. Synopsis of Restructure of Service West of Buffalo-Harrisburg.....	5
IV. Other Considerations.....	5 a

PART B

I. Termination of Service West of Buffalo- Harrisburg - Related Exhibits.....	
II. Detailed Analysis of Restructure of Service West of Buffalo/Harrisburg:	
A. Proposed Timetable.....	II-1
B. Condensed Study-Rail Passenger Feasibility Study.....	II-4
C. Estimated Operation Expenses of Restructured Passenger Service.....	II-20
D. Equipment Requirements-Restructure....	II-39
E. Mail and Terminals.....	II-44

The Future of . . .

RAIL
PASSENGER
TRAFFIC
IN THE
WEST

By:

Ely M. Brandes and Alan E. Lazar
SRI Project 5676

Prepared for:

THE SOUTHERN PACIFIC COMPANY
SAN FRANCISCO, CALIFORNIA

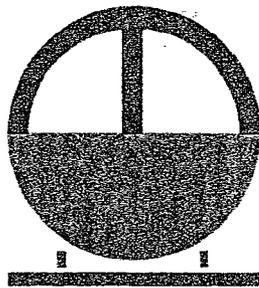


By:

STANFORD RESEARCH INSTITUTE
Menlo Park, California

PCC004079

The Southern Pacific
and
Railroad Passenger Service



A REPORT BY

**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

333 NORTH MICHIGAN AVENUE • CHICAGO, ILLINOIS 60601
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PCC004080

State of New York
Department of Transportation

Study Proposal
MARKET POTENTIAL
for

HIGH SPEED RAIL SERVICE
in the
NEW YORK-BUFFALO CORRIDOR

VOLUME ONE

R. L. Banks & Associates, Inc.

PCC004081

State of New York
Department of Transportation

Study Proposal
MARKET POTENTIAL
for

HIGH SPEED RAIL SERVICE
in the
NEW YORK-BUFFALO CORRIDOR

VOLUME TWO



CN

	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970
RAIN-MILES (average)	22,544,855	21,318,408	19,526,825	19,096,880	19,079,631	19,349,286	19,843,288	21,071,626	22,009,883	21,071,295	16,165,750	4,829,894
LOW-OIL MILES (average)	9,820,900	18,883,959	17,407,608	16,028,350	15,171,581	16,329,831	17,710,150	19,334,200	19,334,200	18,559,581	35,446,007	22,491,628
Passenger miles	68,210	56,924										
Freight miles	1,285,960	1,121,181										
PAR-MILES (average cost and tonnage)	47,495,183	46,281,788	42,008,124	39,278,021	41,263,188	47,494,523	53,004,333	58,721,554	58,721,554	50,311,923	46,326,015	42,073,195
cars	50,662,350	48,121,271	42,116,785	40,011,874	41,000,097	51,201,563	57,581,051	62,211,744	62,211,744	51,213,416	44,200,445	38,722,920
cars	8,562,962	9,063,611	8,424,724	7,449,861	9,028,063	13,118,144	15,004,080	16,251,453	16,251,453	15,148,812	17,514,051	15,581,913
cars	4,153,328	3,912,315	3,724,745	3,806,887	3,877,880	3,493,674	4,171,168	5,220,944	5,220,944	5,220,944	5,220,944	5,220,944
cars	81,865,547	82,308,342	84,910,882	79,132,838	85,013,317	79,914,935	95,119,321	74,511,519	74,511,519	79,220,348	56,069,822	46,113,618
ASSEMER RAFFIC (average passenger miles per passenger mile)	12,693,770	13,023,520	12,104,281	12,242,742	13,549,911	15,200,379	16,409,281	16,873,139	18,379,157	14,843,007	13,244,129	13,423,052
passenger miles	12,283,153,625	1,201,313,131	1,079,700,614	1,121,319,233	1,181,057,837	1,613,350,094	1,701,314,702	1,911,014,453	2,149,607,507	2,245,589,281	1,836,217,519	1,202,839,018
passenger miles per passenger mile	83,165,444	82,181,371	82,887,414	82,772,122	83,262,622	83,333,333	83,561,666	84,011,764	84,527,127	84,776,127	84,915,424	84,874,874
passenger miles per passenger mile	100,222	99,971	98,914	97,115	97,414	102,111	103,111	104,111	105,111	106,111	107,111	108,111
passenger miles per passenger mile	80,031,579	80,071,190	80,023,344	80,023,040	80,023,738	80,023,118	80,023,111	80,023,111	80,023,111	80,023,111	80,023,111	80,023,111
passenger miles per passenger mile	51,115	48,115	47,285	45,823	48,121	65,335	72,315	81,287	101,006	85,493	179,914	182,111
passenger miles per passenger mile	71,611	68,111	71,411	72,211	80,311	78,311	76,111	68,911	68,011	76,911	179,914	182,111
passenger miles per passenger mile	399	374	379	379	385	419	445	471	501	494	179,914	182,111

The Group Plan

Articles | Photos | Aerial Perspective

Articles

THE 1903 REPORT OF THE GROUP PLAN COMMISSION, to the Honorable Tom L. Johnson, Mayor,
and the Honorable Board of Public Service

CLEVELAND'S GROUP PLAN, a Conference Paper by Arnold Brunner, FAIA

CITY IMPROVEMENT FROM THE ARTIST STANDPOINT by John M. Carrère, *Western Architect*

THE BETRAYAL OF CLEVELAND by John T. Flynn, *Harper's Magazine*

A NON-UNION UNION STATION by Robert Morss Lovett, *The New Republic*

WHAT FUTURE FOR THE GROUP PLAN by David H. Ellison, AIA

A NON-UNION UNION STATION

by Robert Morss Lovett

(published in The New Republic, June 27, 1923)

The city of Cleveland, like Chicago, is a transportation city. As a meeting point for coal and iron, and a junction for lake and railroad traffic, it has a strategic position which has drawn to it manufacturing enterprises by the score and increased its population from 400,000 to 800,000 in the last twenty years. The city lies on a plateau, sixty to a hundred feet above Lake Erie. A strip of beach along the lake shore affords the best approach east and west, and this is controlled by the New York Central, which with the Pennsylvania and Big Four railroads occupies a passenger station built in 1865. The plateau is intersected by several valleys which have been utilized by railroads from the south, the Wheeling and Lake Erie, the Erie, the Baltimore and Ohio, etc. Clearly the unification of transportation systems should be one of the first objects of city planning. It was so regarded by Mayor Tom L. Johnson when he developed his scheme of public buildings in 1902. The effort to carry out this plan has written one more chapter in that section of United States history, which might be called the railroads against the people, one not less dramatic than Charles Francis Adams's Chapters of Erie.

Mayor Johnson's plan, which was drawn up by such architects as D. H. Burnham, Arnold Brunner and John M. Carrere, called for a group of public buildings on an oblong tract known as the mall near the edge of the plateau—a post office, courthouse, city hall, library, public hall, and at the head of the formation a union passenger station. The plan was accepted and nearly all the buildings except the last were erected. A contract between the city and the railroads was approved by popular vote in 1915. It was estimated that the station would cost \$35,000,000. The city and federal governments had spent approximately that sum in carrying out their part of the enterprise.

About the time that Mayor Johnson was assembling his architects and developing his comprehensive plan in the public interest, an almost equally ambitious project was undertaken in

*BL based on 1977
NKP data 9/9/68*

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Fair 551 - 600	7.47%	
Poor 350 - 550	9.29%	

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CLEVELAND'S PASSENGER TRAINS OF THE PAST

Intercity passenger trains serving Cleveland in 1942, 1956, and 1971 immediately prior to the creation of Amtrak.

Most passenger trains serving Cleveland used Cleveland Union Terminal. Separate stations were used by Railroad until the 1950's, and by the Pennsylvania Railroad.

Trains are listed in order of time scheduled, with "am" and "pm" omitted except where necessary for clar.

Origin and destination cities are as of 1942. Many trains had their routes shortened between then and 197

Train numbers continued from 1942 through 1971, unless assigned new numbers, preceding the 1956 tim 1971 times.

Train names were as of 1942. For certain trains in 1942 without names, the 1956 names are listed.

Certain trains did not operate daily during certain periods.

NEW YORK CENTRAL

Departures-Westbound

No.	Name	1942 Dest.	1942 Time	1956 Time	1971 Time
89	Forest City	Chicago	12:20		
5	Cincinnati Express	Cincinnati	12:35	417 11:45	
5	Mohawk	Chicago	1:05	11:55	
41	Knickerbocker	St. Louis	2:55	2:13	
15	Ohio State Limited	Cincinnati	(bypass)	(bypass)	8:30 am
23	Missourian	St. Louis	3:30		
629		Toledo	5:55		
19	Lake Shore Limited	Chicago	6:40	6:28	
447		Cincinnati	7:00		
11	Southwestern Limited	St. Louis	7:37	6:40	
75	Mercury	Chicago	7:45	7:00	
57	Cleveland Limited	Chicago	8:00	59 9:40	
421	Cincinnati Special	Cincinnati	8:05	7:30	

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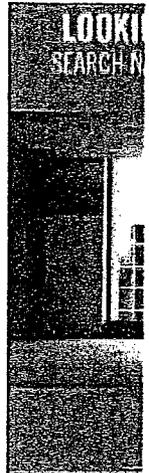


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Breaking News from The Plain Dealer 

- Parma woman dies in apartment fire 9:18 a.m. ET
- Motorcyclist dies in crash of Cuyahoga Falls 8:55 p.m. ET
- Woman's body found in Akron field 8:42 a.m. ET
- More Breaking News

PRINT EDITION HEADLINES

- Cleveland legislators propose state ban on guns for teens
- Graffiti taggers' sentenced to 5 years of cleanup duty
- 5 Summit deputies surrender in inmate's death
- More Headlines

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Fading away

Cleveland's population is less than half of 1950 levels; rank falls to 40th

Thursday, June 28, 2007

Robert L. Smith
Plain Dealer Reporter

The news from the U.S. Census Bureau is not good for Cleveland, population 444,000, and falling. The city lost nearly 7 percent of its people from 2000 to 2006 and now ranks as America's 40th-largest city. That's down from 33rd and a world away from the 1920s, when Cleveland was the nation's fifth-largest city. Among major American cities, only New Orleans and Detroit suffered greater population losses, the Census Bureau will report today.

Mark Rosentraub, dean of the Levin College of Urban Affairs at Cleveland State University, said the numbers are alarming and demand a regionwide response.

"We're not going to be able to turn this tide unless the region unifies," he said. "We need to get behind a single plan for attracting immigrants. Without them, we'll never grow."

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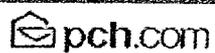
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Chapter 1: Population Trends

Population trends are an important indicator of urban dynamism. Population decline often goes hand in hand with economic distress; conversely, population growth is strongly associated with a thriving economy. Population loss means shrinking consumer markets and the outmigration of entrepreneurs and skilled workers ("brain drain") – factors that promote economic stagnation. Moreover, in a devastating downward spiral, economic decline then induces more residents to leave a city in search of economic opportunity, and discourages others from moving to the city – promoting further population decline and economic distress.

The City of Milwaukee

As Tables 1.1 and 1.2 and Figures 1.1 and 1.2 reveal, the city of Milwaukee has seen its population decline each decade since 1960. However, Milwaukee's population decline has been significantly less pronounced than that of most other Frostbelt big cities. Since reaching its peak in 1960, the city of Milwaukee has lost 20.2% of its population: by contrast, St. Louis (59.0%), Pittsburgh (48.3%), Buffalo (46.6%), Detroit (45.9%), and Cleveland (45.6%) have all declined from their peaks much more precipitously than Milwaukee (Figure 1.2). Through the 1980s, Milwaukee's rate of population decline was consistently slower than all but three or four other Frostbelt big cities.

Through the 1980s, Milwaukee's rate of population decline was consistently slower than all but three or four other Frostbelt cities.

Table 1.1

Total City Population, 1950-1996

CITY RANK	1950	1960	1970	1980	1990	1996
1	Chicago 3,620,962	Chicago 3,550,404	Chicago 3,369,357	Chicago 3,005,072	Chicago 2,783,726	Chicago 2,721,547
2	Philadelphia 2,071,605	Philadelphia 2,002,512	Philadelphia 1,949,996	Philadelphia 1,688,210	Philadelphia 1,585,577	Philadelphia 1,478,002
3	Detroit	Detroit	Detroit	Detroit	Detroit	Detroit

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Cleveland Neighborhood Conditions and Trends

**Prepared For
Cleveland City Council**

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APPENDIX-0210



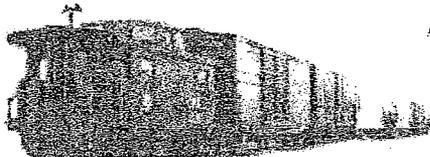
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