

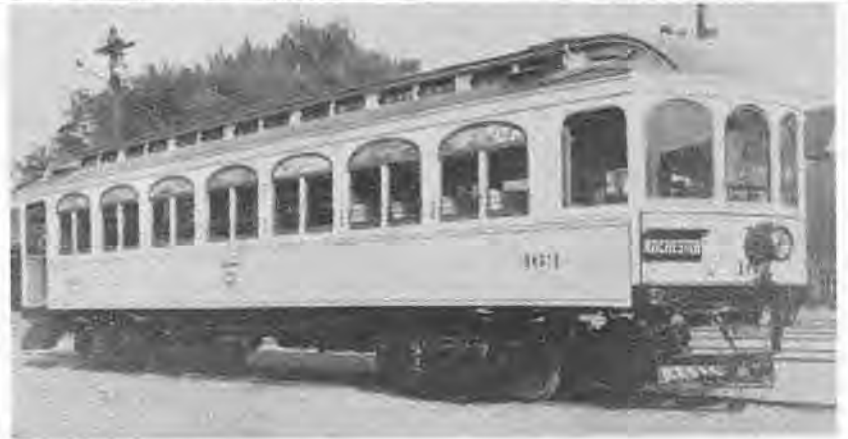
ERA Headlights

AMERICA'S POPULAR ELECTRIC RAILWAY MAGAZINE

VOL. 16, NO. 10 PUBLISHED MONTHLY BY THE ELECTRIC RAILROADERS ASSOCIATION, INC., OCTOBER 1954
P. O. BOX 730, HOBOKEN, N. J.

NY State Rys. 163 in E. Main Street Yard→

Car 151 in Typical R&E Countryside



By LLOYD E. KLOS

All photos from Stephen D. Maguire

The Route of the Orange Limiteds

ONE of the fastest interurban lines ever to operate in New York State, was the Rochester & Eastern Rapid Railway, an electric trolley route which connected the Flower City on the banks of the Genesee River with Geneva, "Queen City of the Finger Lakes," on the shores of Seneca Lake.

In order to better acquaint the reader with the complete history of this line, an inclusion of the history of allied traction companies is necessary. On May 24, 1886 in the village of Canandaigua, New York, at the head of the lake of the same name, the Canandaigua Street Railway Company was chartered. The principal route was on Main Street. The line was 2½ miles in length, and was opened for service on October 1, 1887. A second route was built in 1889 when a ½-mile branch was constructed out Mechanic and North Pleasant Streets to the fairgrounds. With 4 open cars for summer use, 4 closed cars, and 25 horses and mules, the lines served the village quite adequately. Of course, the rails were light—only 25 to 38 lbs. per yard, but the cars were not heavy either. A car barn was built on Phoenix Street, one block south of the Auburn and Northern Central Railroad Station.

At a 5c fare, the lines did a good business, hauling 172,565 passengers by July 1, 1890, and taking in \$5,523.38, but expenses were \$5,155.66 for a meager profit. Construction and cars had cost \$32,700. The company suspended operations in July 1892, and on July 21, 1893, the franchise and rolling stock were sold for \$33,000 to the Canandaigua Electric Light and Railroad Company. The next year, George C. Hull became trustee, and the company bought electric street cars and allied equipment. The track was replaced by 40-lb. rail, and on August 4, 1894, the trolleys began operating. There were 2 motor cars, 1 box car, 1 open bench car, and several trailers. The power plant was at Littleville, 5 miles from town.

By July 1, 1899, the electric cars had done better for the company, earning it a cash surplus of \$1,292. A feature introduced by the company about this time, was a 15c pass, good for riding the cars all day on Sundays only. The company spent \$38,749 on grading, new rails,

and renovation of rolling stock. Also, the firm sold \$29,000 in stock at \$100 per share. Mr. T. H. Treary of Buffalo was president, and John H. Pardee of Canandaigua was treasurer and superintendent. The latter, as time proved, became an almost permanent fixture in the company, and later with the R & E as well.

On June 1, 1900, after several sales to individuals, the property was taken over by the Ontario Light and Traction Company. The Ontario Co. also owned the village gas company. The stage was now set for the entrance into the picture of the Rochester & Eastern Rapid Railway.

The R & E was organized on April 26, 1900. It was chartered on January 21, 1901. The road was capitalized for 500,000 shares. This was later raised to 1,500,000, all issued and delivered to the contractors. Most of the money was raised by Detroit capitalists and O. N. Crane of Canandaigua. A certificate of necessity was granted by the State Railroad Commission on October 1, 1901. Final approval to construct and operate was granted October 30, 1901 after much opposition from the steam railroads.

Construction was begun in 1902, first grading being done north of Canandaigua on the Emerson farm, and on October 17, 1902, the road was finished as far as Victor. Passenger traffic was begun at this time, serving the territory between the two points. Building and equipment of the road was estimated at this time to cost about \$2,000,000. Of this, the private right-of-way, with the exception of about ½ mile at Bushnell's Basin and in villages, cost \$100,000.

Nothing was spared in the use of good materials in construction. The initial roadbed consisted of 80-lb. rail laid on 8-foot ties in gravel. Later, creosoted ties were used. For the wire-support system, cedar poles of 30 to 50 feet in height were used, with yellow pine crossarms and iron braces. A transmission line of 40,000 volts with Lock glass insulators tapped the feeder line every half-mile. Niagara power was purchased and distributed to sub-stations at Pittsford, Victor, Canandaigua, and Gates. A telephone line with twelve copper circuits paralleled the railway. Two bridges with approaches, each about 123 feet in length and



New York State Railways Steel Car 157 at Rochester

of the steel truss type were built over the Erie Canal east of Pittsford and at Bushnell's Basin. Placed on concrete foundations, another single span was erected over the canal at Rowlands, which is today the eastern terminus of the Rochester subway. The concrete abutments are still visible. Another bridge was built over the double-track Lehigh Valley Railroad near Victor.

In 1902, the R & E applied to the city of Canandaigua for a franchise to lay car tracks along the side of North Main Street from the railroad crossing to the city limits at the orphans' home to accommodate that portion of its route. The city refused, and haggled with the Eastern for some time as they didn't want the beautiful elms which shaded the street to be removed. Some folks objected to the electric cars, because they thought that the "current from the rails would kill the trees." Evidently, some informer had spread vague rumor of the destructive power of electrolysis.

As a result of this, the Ontario Light and Traction Co. was leased to the R & E on October 17, 1903. The Canandaigua franchise to the R & E was not granted until 1904, with a clause that freight service should be confined to the hours of 9 P.M. to 9 A.M. However, the interurban abandoned its idea of side-of-the-street operation, and replaced the existing rails with heavier ones. The city service in Canandaigua declined soon after. In 1905, the fairgrounds line was abandoned, and the track to the city pier removed after that. A "franchise service" on Main Street was operated by the R & E, using one city car, and on July 31, 1930, this remaining city line was abandoned.

Early in 1903 when track-laying and grading was going on, the Comstock-Haight-Walker outfit was building the power house and shop at the foot of Main Street in Canandaigua. Mr. Comstock can be remembered as the builder of the famous Lake Shore Electric, the high speed interurban, running between Cleveland and Toledo, Ohio. The R & E powerhouse and 12-car barn adjoining was of red brick and steel construction. The former was 117 x 65 feet in length and width, and was 44 feet in height. The coal engine was built by the Quincy works of Quincy, Illinois. The electric converters, generators, etc. were built by Westinghouse which also equipped the four sub-stations.

Cars in the spring of 1903 ran between Victor and Canandaigua with passengers, and after some time, was extended to Fishers. Urban population served in 1903 totaled 189,000, and those in rural areas approximated 29,000. The contractors operated the line until July 1, 1904. They had carried to that date 396,468 passengers, and 4,802 tons of freight. Fare was 5c between Victor and Canandaigua. The section between Rochester and Victor was opened on November 15, 1903.

Among the few danger spots along the line were 5 railroad crossings, but there were only two sharp curves on the entire route, a factor which contributed greatly to the line's high speed. The company owned 13 acres of gravel pits at various locations along the road. The R & E had a total of 44.51 miles of track of which 2.98 were double-tracked. Only 3.5 miles of the entire route were not on its own right-of-way. The Rochester terminal was located at Court and Exchange Streets.

Following the work at Canandaigua and its attendant controversies, construction of the road continued southeastward, and on June 15, 1904, the road was completed as the first cars entered Geneva, rolled past the Agricultural Station, down Castle Street to the small station at Exchange Street. It was a great day in Geneva's history, as the completion of the road made the "big city" of Rochester much closer.

The initial rolling stock of the R & E was a group of 6 Stephenson cars, built in 1903. They were the latest in construction, and a pride to any road. They weighed 71,700 lbs.; were 50 feet, 9 inches in

length; had four GE 75 HP motors; a gear ratio of 26:49, and a top speed of 55 MPH. The cars were painted dark green with gold piping. The letterboard bore the name "Rochester & Eastern Rapid Railway." Below the belt rail were names of cities and larger towns along the route. Beneath the center window, framed in gold, was the word "Interurban." While in their original state, the cars had a passenger entrance on each side at the rear, while the operator's door was on the right side in front. Each car had a smoking compartment. Inside, each car was finished with Mexican mahogany, and furnished with toilet rooms, water coolers, electric heaters, plush seats, and lights. The road numbers were 1 through 6.

In 1904, a famous event occurred which covered the R & E with much glory. For a considerable distance, the electric line paralleled the Auburn branch of the New York Central & Hudson River RR. Many people had wondered which was the faster means of travel. Therefore, a race was staged between a three-car passenger train on the Central, and an interurban on the R & E. Electricity proved the faster means of travel on that memorable day.

Six more cars were added to the fleet when patronage became heavier. They were numbered 150 through 155. They were easily distinguished from the earlier lot, as the new models had square windows all around, while the older ones had arch windows.

In 1909, the Rochester & Eastern Rapid Railway merged with other traction companies throughout the state to become the New York State Railways. As is customary when a new outfit takes control, changes took place on the R & E. The NYS Rwy. continued the lease of the Ontario Light & Traction in Canandaigua. The interurbans were repainted a bright orange with green piping. The lettering on the sides was changed. Beneath the center window, and framed by an inverted triangle, appeared the words "New York State Rwy." The new road numbers appeared in lieu of the names of the cities and towns. The cars were reshopped, and among major changes was the elimination of the operator's door on the right side, and cutting of one on the left side.

In 1914, block signals were installed. As a result, the cars could easily make the run from Rochester to Geneva in 1 hour and 45 minutes. An unusual feature of the road was its maintenance of freight interchanges with steam railroads for carload freight traffic. The R & E connected with the New York Central at Pittsford, the Lehigh Valley at Victor, and the Pennsylvania at Seneca Castle. These facilities were never used to their full potential, due to lack of terminal locations and industrial sites.

Before the advent of the automobile and delivery truck, much package freight, perishable express, and fruit were handled by the R & E. The vineyards around Naples, and the Finger Lakes near the rail line provided much revenue during the harvest season. Of course, the big revenue came from the excursions which were promoted with feverish activity in both Rochester and Geneva. The promoters in Geneva proclaimed the beauties of the region, the recreational facilities; and steamboat rides. People flocked to Geneva by the thousands on weekends. Promoters in Rochester advertised the city's park system, its "miniature Coney Island" at Charlotte on Lake Ontario, the steamboat rides of that great excursion impressario, J. D. Scott. Space on the front dash of the interurban cars was even devoted to advertising, and one of the places



NY State Rys. 0343 in Rochester Street. Ex-R&E Freight Motor Still Used in Rochester's Subway Today

in the Rochester area which was mentioned was the famous Natatorium at Sea Breeze Park which was a public swimming pool featuring violet-ray-treated salt water. This facility disappeared after the depression of the early 1930's set in.

In 1927, the Rochester subway was opened. This was a rapid transit route, which ran northwest to southeast across Rochester, and utilized the bed of the former Erie Canal. One of the reasons for building the subway was to get the heavy "interurban juggernauts" off the streets. However, it was not until October 1928 that the Rochester & Eastern cars began to use the subway, and only for a portion of the route. The eastern end of the subway ended at Elmwood Avenue in Brighton which was a considerable distance from the point where the R & E. crossed the old Erie Canal at Rowlands. Therefore, the Rochester terminus of the R & E became the City Hall Subway Station, and from there, the cars traveled the subway as far as Monroe Avenue, emerging from the underground on a ramp, and traveling over their original route for the remainder of the trip. When the subway was extended to the present Rowland loop, the cars stayed in the subway, and connected with the R & E tracks over an earthen incline beyond Rowlands. Incidentally, those connecting tracks with wire and supports are still in place, due to a land dispute. Also, the old R & E station at Rowlands is still there but never used.

When the automobile came into prominent use in the late 1920's and the depression reared its ugly head, traffic on the R & E fell off alarmingly. Two Sodus Bay cars, converted to one-man operation, were tried out on the R & E early in 1930 as an economy measure, but without success. The handwriting was already on the wall.

On July 31, 1930, after the last two-car train with passengers arrived at City Hall Subway station in Rochester, John Hope with another conductor and motorman left Rochester via the subway in an otherwise empty passenger car for Canandaigua where they arrived about 1 A.M., coupled onto the only remaining trolley on the line, and soon started back to Rochester. They stopped at Victor station for a short farewell celebration with the ticket agent who was closing up his books and station for the last time. They moved to Pittsford where the dispatcher was awake and waiting to say "good night" and "good-bye." Then the two cars rolled into Rochester, took the subway to Oak Street, turned, climbed the ramp to the surface, and then rolled out East Main Street to the car barns. Thus the last run of the Rochester & Eastern Rapid Railway had become history.

Bodies of the big interurban cars sold for \$25 and \$30 each, and some were moved to Creek Street in Penfield from the Blossom Road scrap yards of the New York State Railways. Two of the relics are still in use today—for other purposes than those for which they were intended. No. 151 is on the Dodd farm where it doubles as a laundry and storehouse. No. 162 is reposing on the Redder farm where it is used as a chicken coop. Others had dotted the nearby landscape for ten years or more until they were desecrated or burned by pranksters.

Some car bodies were burned at the Blossom Road yard in the spring



Race between car on Rochester & Eastern Rapid Railway and 3-Car Train on Auburn Branch of New York Central Railroad

of 1932. The track and overhead were not removed for two more years. Some parties became interested in reopening the line, using one-man lightweight cars, but lacked financial backing. The trolley, therefore, became a dead issue in the Finger Lake Region of New York State.

Author's Note: Much of the information appearing in this history was obtained from "Toonervilles of the Empire State" and "Interurbans of the Empire State" both by Felix E. Reifschneider, and from Electric Railway Journals. ERA members are advised that a new text is in preparation, dealing with the R & E. The author is William R. Gordon of Rochester, who was co-author of the "Royal Blue Line." The new book, to be ready for sale in a few months, will be as complete a text on the R & E that could be done by anyone. It will contain a history, map, intimate stories, timetable, pictures—just about everything a rail fan could want in a book of this kind. News of its sale will be announced as soon as it is ready.

How Do You Like It?

This issue of ERA HEADLIGHTS is something of a trial one. Using typeset rather than photo-offset, it is an attempt at bringing you a better magazine. Somewhat higher costs, and definitely less material in the same amount of space, must be weighed against the possibility of producing a more attractive publication. Feature and news stories alike had to be set in smaller type than desired because otherwise about one-third of it would have had to be omitted.

Do you want more features, even at the expense of news? Do you want news reduced to brief sentences? Do you prefer a bit more formal appearance to more quantity of text? Do you favor a change from HEADLIGHTS' distinctive combination of features and news produced at reasonable cost? The Editorial Staff of HEADLIGHTS urges you to express your opinions on the matter in the near future. Just drop a card to HEADLIGHTS Editor, 311 E. Swissvale Avenue, Pittsburgh 18, Pa. ERA's Executive Board authorized this "experiment," and ERA's revenues, as well as reader reaction, will determine whether or not this style issue becomes a regular thing.

Possibility of PCC's for New Orleans

By W. GORDON HILL, JR.

According to reliable reports, New Orleans Public Service, Inc. is stated to be extremely interested in purchasing 25 double-end, used PCC's for base service on their Canal Street line. Since 25 such cars are now available at Dallas, Texas, it is possible that a deal will be consummated, perhaps by the time you read this.

Redevelopment and rearrangement of Canal Street in the downtown area, possibly by narrowing the 50-foot-wide neutral ground to permit additional vehicular traffic lanes, is anticipated in the near future. The neutral ground is the right-of-way for four streetcar tracks, although only two are really needed at present.

Despite the fact that the riding public "does not seem to have taken kindly to the busses" replacing South Claiborne Avenue streetcars (quoting a newspaper editorial), NOPSI evidently plans to make them permanent instead of converting to trolley coach as originally planned. Bills have been presented to the State Legislature authorizing busses of larger dimensions than heretofore permitted, in cities of

100,000 population or over. If the legislation is passed, according to NOPSI president George S. Dinwiddie, definite plans will be offered to city officials for the use of 51-passenger diesel busses on South Claiborne.

Baltimore Transit to Abandon Rolling Road Car Line; Ellicott City Next

By W. GORDON HILL, JR. and KENNETH MORSE

In a rather sudden move Baltimore Transit Co. has received Public Service Commission permission to discontinue streetcar service on its Rte. 14—North Bend-Rolling Road Line. Last rail service is scheduled for Saturday night, September 18, but Baltimore Chapter, NRHS will cover this route during a fantrip the following day. Bus Rte. 23 will be extended to cover territory served by the discontinued rail line.

The immediate cause for the abandonment is traffic director Barnes' determination to make Charles Street a one-way street north-bound. It has been south-bound, and at present lines 4 and 14 loop around Saratoga, Charles, Lexington and Park Avenue. To reverse this

loop would require new switches and curves at Park Avenue and Lexington Street and also at Park Avenue and Saratoga Street. Baltimore Transit refused to pay for this new special work, and threatened litigation when ordered by PSC to make the change. Then the company came up with the proposal about to be carried out, and Barnes and everybody seemed happy except the No. 14 car riders.

Rte. 4—Edmondson Avenue-Windsor Hills line, which uses the same downtown loop as the Rte. 14 car line, will be combined with the Rte. 15—Gay Street-Belair Road line. The necessary special work to make this possible is now being installed at Eutaw and Fayette Streets.

Route 9—Ellicott City is next on the abandonment list and a PSC hearing is to take place during September. BTC proposes to drop this unprofitable but scenic route without substitution. Ellicott City starts out at Catonsville Junction near the Rte. 14's Rolling Road terminus. Until Rte. 9 is abandoned it will be necessary to keep Rte. 14 trackage on Edmondson Avenue intact so that the Ellicott City cars can reach the carhouse at Edmondson Avenue and Poplar Grove Street.

New York City Transit Authority

By ARTHUR J. LONTO

50th ANNIVERSARY OF NEW YORK SUBWAYS

On October 27, 1904, the first rapid transit subway in New York was opened to the public. It operated along 4th Avenue, Manhattan, from Brooklyn Bridge to 42nd Street, (now part of the IRT East Side or Lexington-4th Avenue Line), turned West into 42nd Street to Broadway (now operated as a shuttle from Times Square to Grand Central) and along Broadway to 145th Street (which is now part of the West Side IRT or Broadway-7th Avenue Line). Except for one station, which is now 125th Street, the entire line was underground. Now, 50 years later, there are over 230 route miles of rapid transit lines within the City of New York although about 100 miles of this are other than subway and some of it was in operation prior to the opening of the first subway.

NEW CARS ARE ORDERED

Most of the original steel subway cars built in 1904 are still in service but their days are numbered. On September 2, the NYCTA approved a \$42,250,000 contract with the St. Louis Car Co. for 400 new IRT cars which will be used primarily to replace older equipment. Deliveries are to start in six months with 20 cars the first two months and 30 cars per month thereafter. This will be the first order of cars by St. Louis Car Co. for New York since the war and the largest single order of subway cars ever awarded to this company. American Car & Foundry built 400 IND cars since the war as well as 350 IRT cars and are building 200 IND cars now, the first of which should be delivered next month. Budd built 10 stainless-steel cars for the BMT and IND in 1949. Of approximately 2,350 cars built for the IRT from 1904 to 1939, ACF built 756, Pullman built 1,265, Pressed Steel built 280 and the last 50 (World's Fair cars) were built by St. Louis in 1938. Of the pre-war IND cars, 1,227 were built by ACF, 275 by Pullman-Standard and 201 by Pressed Steel Car Co. Contrary to popular opinion, the first 600 BMT subway cars were built by ACF. The next 350 were built by Pressed Steel. Then the BMT started buying articulated units as follows: 121 from Pressed Steel, 1 from Budd and 1 from Pullman-Standard, 10 (7004-7013) from St. Louis and 15 from Pullman-Standard and finally six with PCC trucks were purchased from St. Louis, five of which were delivered after the City had taken over the private companies in June 1940.

McDONALD AVE. TROLLEY AND IND-CULVER LINK

October 30 is the latest date for the extension of the IND from Church Avenue over the Culver Line to Coney Island. This long-awaited and often-postponed link will have its bad side, however, since NYCTA has definitely decided to abandon the McDonald Avenue trolley line when the connection is opened. This means that Brooklyn will have only two trolley lines remaining out of approximately 70 lines at the height of operation. Other surface lines are also due for cuts in service about the same time.

NEW LIGHTS, OTHER NEWS

In mid-August, fluorescent lights were turned on in the IRT Grand Central subway station. Because of the expense involved, there are no plans for installing new lighting at most stations but the new Grant Avenue station on the IND Fulton Street Line will get them and when the DeKalb Avenue and West 8th Street

The New York- New England Page

(Coney Island) and some stations on the Rockaway Line are rebuilt, fluorescent lighting will be installed. The brighter lights make the Grand Central station look much better.

The Third Avenue El south of 149th Street is to be *razed* next year, but north of 174th Street that structure is being *raised* (by giant jacks) to permit construction of an elevated highway.

BROOKLYN TROLLEY NOTES AND CORRECTIONS

PCC 1028 was slightly damaged in a fire on August 2. Heavy rains caused salt stored on the upper level of the depot to leak onto the electrical equipment causing the fire. Cars 1010 and 1046 which were to have been returned to service after a June fire (see Aug. HEADLIGHTS, p. 2) have been removed from the shops without repairs. PCC 1045 was not damaged in June fire but 1096 was although not seriously.

In the work car roster (June Issue, p. 7) car 9003 was listed twice. The first one is correct but the second one was and is 9133. In the Brooklyn Story (July, p. 4, col. 2, line 6), it was 1901 that parlor car service started from Park Row to Brighton Beach.

Long Island Rail Road Orders 127 Cars

Early in September, the Long Island Rail Road announced that the Pullman-Standard Car Manufacturing Co. was awarded a contract to build 125 passenger cars, at a total cost of \$15,000,000. One hundred of these cars will be for the electrified lines of the LIRR, the other 25 as well as two RDC's previously ordered from Budd, will serve the non-electrified portions. All cars will be air-conditioned. The first 15 cars are to be delivered next June with at least 20 per month thereafter. There will be three types of cars for the electrified service: trailers, "blind" motors (without controls), and regular motor cars. LIRR general manager T. M. Goodfellow said that by dividing the order into 4 types of cars, more cars could be purchased than was previously anticipated and the trailers and "blind" motors fit just as well into the LIRR service pattern.

Staten Island Tottenville Line Threatened

The Staten Island Rapid Transit has served notice that it wants to abandon passenger service on its last remaining line. Although notices said that service would halt October 7, it is expected that the Public Service Commis-



Brooklyn's 5200, an experimental car built by Twin Coach in 1929 and designated as PCC-Model A. Trucks only were designed by PCC and put under body in 1934, scrapped 1935. 1930 photo from Edward B. Watson.

sion will demand a postponement and the city has pledged to try to force the line to continue passenger service or "oust the railroad from Staten Island and invite other railroads to take over both freight and passenger operations." When the PSC refused permission for this abandonment in 1953, it hinted that the city should revise bus lines on the island to feed the SIRT rather than to compete with it, but no action has been taken on a survey made for this purpose.

Three Creditors Ask H&M Reorganization

In mid-August, three mortgage bond holders of the Hudson & Manhattan Railroad (Hudson Tubes) filed a petition in Federal Court asking reorganization of the company and the appointment of a trustee. They claim that the debtor's liabilities of the H&M exceed the assets and that no dividends on preferred or common stock have been paid in over twenty years. The petition added: "The number of passengers has declined from a peak of 113-141,729 in 1927 to the last and lowest level since then of 38,372,587 in 1953." This is surprising since the H&M, which has put on quite a "paint-up" campaign and modernized a number of cars in the last few years, offers fast, dependable service free from traffic jams of the city streets and vehicular tunnels to the growing number of people who work in New York and live in New Jersey.

Grand Central Skyscraper Planned

Plans for a new 1,600-foot office building and rail terminal to replace the present Grand Central Terminal are under consideration. Eastern terminal of New York Central trains and most New Haven RR trains and hub of electrified commuter service for both railroads, although one of the showplaces of the railroad world, it is said to lose \$24,000,000 per year. The proposed new building would serve the passengers just as well, but income from the offices would offset the operating expenses (and taxes) on the busy station.

Atlantic City Abandonment Plan Dropped

By W. GORDON HILL, JR., ERNEST ARMSTRONG, JR. and DAVID FRAZER

Control of the Atlantic City Transportation Co. was taken over by John McShain, Philadelphia construction contractor, with the purchase of the holdings of Matthew H. McCloskey, also a Philadelphia contractor, it was disclosed August 13.

Simultaneously, general manager Thomas Whitehead said plans for an early replacement of the trolley system by a bus service in Atlantic City, Ventnor, Margate and Longport had been dropped. "The company feels," Whitehead announced, "that busses would provide superior service, but the sentiment in the island communities does not appear to be wholeheartedly in favor. Therefore, the company is not making any plans for the immediate change."

McShain has consistently opposed replacement of the trolleys. His acquisition of control of the system is regarded as a serious setback in advancement of the program which had been advocated for the last three years by the administrations of the four communities on Absecon Island. Atlantic City had completed its plans to pave over the trolley tracks on Atlantic Avenue when the announcement was made.

ACTC's 25 Brilliners now operate on a practically 100% basis, with the Hog Island cars used mainly for spares and occasional trippers.

Key System

DELEUW URGES RAIL RETENTION

On July 27, Charles DeLew, consulting engineer, urged that Key System retain its rail lines. Forward-looking Mr. DeLew recommended modern equipment capable of 50 to 60 m.p.h. running, on 2-minute headways. Trains would be light-weight and would operate over a series of trunk lines using fixed terminals. He suggested public ownership, with privately managed operations.

Best service ever rendered by a Bridge Train line was the A-line from San Francisco to Lake Merritt with a ten-minute headway during daytime hours. Best service ever rendered during the Ferry Boat days was between San Francisco Ferry Building and Oakland's 14th and Franklin Streets, 20-minute headway via Oakland Pier and 30-minute headway via Alameda Pier, by the Southern Pacific electric trains.

Proposals to end night and Sunday service on the Key's C (Piedmont) and E (Claremont) transbay train lines and cutting back the B (22nd Avenue) trains during off-peak at Broadway are still pending before the State PUC.

In hearings before the State PUC, Key announced it intends to do away with all Bridge Trains. Immediate plans, however, are for the above-mentioned temporary evening and weekend substitutions and base-hour cut-backs.

Key has been seeking to raise one-way fares between the East Bay Central Zone and San Francisco by 2c to get from the passengers the reduction made possible by the slash of federal transportation tax from 15% to 10%. Transbay fares have gone from 10c to 50c under the appointive State PUC.—B.A.E.R.A. and Western Railroader.

San Francisco

ONE-MAN CARS SEPT. 12

For the first time in its history, San Francisco Municipal Ry. is to be running one-man cars Sunday, September 12th. Line K (Ingleside) will be 100% one-man operated, while L (Taraval) will have one-man cars after 7 p.m. Already the 25 single-ended cars have front fare box brackets installed. An appropriation of \$19,000 was approved by the San Francisco Supervisors finance committee to convert the 15-double-end streamlined cars for one-man operations. These latter will be used on N (Judah).

The City PUC is still talking of "modernizing" the B and C (Geary lines) and the J (Church Street), which means TC's.

Attorney Morris Lowenthal announced formation of "The Cable Car Vigilantes" to support Mrs. Hans Klussman's Citizens Committee to Save the Cable Cars. His group is calling on San Franciscans to help finance the fight to place the restoration of full cable service as of January 1, 1954, on the November ballot. The Vigilantes already have 41,000 signatures on their initiative petition. Some 60,000 voters shunned voting on Proposition E in June (the cable-car death-sentence bill).—B.A.E.R.A. and Western Railroader.

Vancouver, B. C.

SEEKS HIGHER FARE

B. C. Electric Co. has recently applied for a further fare increase, thus far not granted and receiving strong opposition from all quarters. Present 13c fare would go to 15c. Tickets now sold 4 for 50c would be abolished, but there would be a slight reduction on slack-hour tickets.

During the British Empire Games, 40 street cars were kept on the Hastings East line, all

West Coast News

operating to the Kootenay Loop terminus, but laying over on their return trip at the Games stadium to be available to pick up inbound crowds. It is believed the 15 lightweight pre-PCC cars will not be used further since peak requirements of the line are 31 cars, whereas a total of 36 PCC cars are available.

A ride on the Marpole-Steveston (Lulu Island) interurban on August 22 reveals two-car trains in operation all day Saturdays and Sundays and at rush hours on week days. The Island is filling in rapidly both with residences and industries. Much freight is moved by the line. A single car, usually 1216, now performs all duties on the Marpole-New Westminster line, spending half its time laying over at Marpole. Approximately a dozen 1300-class cars await scrapping in the yards outside Kitsilano Shops. Car 1321 was wrecked in June when struck by a run-away freight locomotive at New Westminster.

Final passenger operations of Central Park line were hampered late in June when a truck carrying a power shovel failed to clear an underpass at Rupert Street, badly damaging the overhead rail structure. As the line is to be single tracked for freight-only operation, only the westbound rails were rebuilt, and temporary cross-overs installed.

The company's "take-one" publication "The Buzzer," in the current issue points out that whereas in 1946 Vancouver had 15 street car routes, 90 busses, no TC's, it now has only one street car route, 146 busses and 327 TC's.—RSW.

Portland, Ore.

CLAIMS LAST INTERURBAN

In the August 19 issue of the Oregon City *Enterprise-Courier*, a Portland Traction Co. high official is quoted as stating: "Oregon City-Portland people have the only interurban line operating in the United States. No other company has been able to maintain an inter-city service." A letter has been sent to the paper correcting this.

Meantime, Pacific N. W. Elec. Ry. Assn., co-operating with Transit Savers Inc. in an effort to save the lines, is appealing for films (any size) showing modern railway local passenger transport. Any member having such is urged to Air Mail at once to Kenneth McFarling, Secy., Pacific N. W. Elec. Ry. Assn., 7417 S. E. 20th Avenue, Portland 2, Ore.

Oregon PUC has put five of its men to rid-

Many long years have gone since these splendid trains linked Portland and Cazadero. Now, Portland's few remaining interurbans again are threatened by petition for abandonment. Photo from C. L. Gowey collection.



ing the Oregon City line to check on the company's claim of losses. Gordon Steele, testifying for the company, stated that during previous abandonment hearings 15 months ago, the Milwaukie School Superintendent had said the district could not buy busses to serve its youngsters, but after PUC denied abandonment of the cars, the district bought busses.

He further said the manager for Willamette View Manor, now building a large retirement home, had testified one factor prompting it to build north of Milwaukie was availability of the interurbans, but now the firm is building out of reach of the lines.

Freight business is better than a year ago, but won't offset passenger losses, the company says. Miln Gillespie, Tom Stanley, PNWERA, V. L. Sharman, K. Hodgson, Jeff Meugens, RSW.

Metro Hollywood Line Going

By LAURENCE R. VEYSEY

The Hollywood Blvd-Beverly Hills route of Metropolitan Coach Lines was scheduled to be converted to motor coach operation on September 26, following authorization of the change by the California Public Utilities Commission on August 19.

This route, essentially a streetcar line twelve miles long with some right-of-way on its outer end, penetrated an area made glamorous by the motion picture industry. It operated along Sunset Blvd. and Hollywood Blvd., past the world-famed intersection of Hollywood and Vine, then curved southwest to the city of Beverly Hills, where film stars make their homes. Before 1941 it had continued southwest to the Pacific Ocean at Santa Monica. Service was on a ten-minute base headway, with four-minute intervals at peaks.

In Los Angeles, the Hollywood Blvd. line was one of two remaining routes to use the subway. The other, Glendale-Burbank, is not affected by this conversion, as the State announced it wished more time to study the situation. The Glendale abandonment has been twice rejected by the Los Angeles City Board of Public Utilities and Transportation in recent months. Glendale cars have been serviced at West Hollywood shops, located almost all the way to Beverly Hills on the Hollywood line.

Certain express trips of the replacing motor coach will use Hollywood Freeway to reach Los month prior to my visit. One trip is made leave-Angeles, while the bulk of the service will parallel the rail route. Several bus lines in the Hollywood area are being rearranged and consolidated coincidentally with the rail abandonment.

CORRECTION: Old car shown in "Old Timers' Corner" in September issue of HEADLIGHTS was on Springfield Terminal Ry. of Vermont, not Massachusetts.

Celebration Marks End of Altoona Trolley System



A&LV Master Unit No. 74 at Allegheny and Juniata Streets Terminus of Hollidaysburg line. Cars similar in many respects, including Gauge, to affiliated Scranton Transit.



Osgood-Bradley-Built No. 51 at Brushmead on Hollidaysburg line, typical of many different but handsome stations along the line. Edward S. Miller Photo.

By W. F. ELLIS and E. S. MILLER

500 trolley and transit fans bade farewell to streetcar service on the Altoona & Logan Valley Electric Railway Co. on Saturday afternoon, August 7 with a special five-car procession arranged by the Altoona Chamber of Commerce's tourist and convention committee. The size of the crowd waiting at 12th Avenue and 11th Street was far beyond expectations, according to chairman J. Franklin Smith who planned the trip for the Chamber of Commerce.

Promptly at 1:15 p.m. the five trolleys, decorated with banners proclaiming the end of 63 years of electric trolley service, reached the downtown starting point. Moments later the doors opened and the last-riders scrambled aboard. Many out-of-town railfans were present, most of them armed with cameras to record the farewell run.

Like the "good old days" each car had a two-man crew. Many riders lucky enough to get aboard began reminiscing about the early days of the trolley system. Oldest passenger was 91-year old Martin L. Foreman, who remembered his first ride on the old horse-cars from Altoona to Juniata.

The initial trip was made to Juniata where a stop was made for photographs, after which the cars returned to central city and the carhouse where a brief rest stop was made before proceeding on to Eldorado. Because of heavy highway traffic no photo stop was made there.

Returning to 5th Avenue and Logan Boulevard, passengers reversed seats and the cars headed out towards Hollidaysburg line. In the vicinity of Lakemont Park the specials ran into a surprise planned by Logan Valley workmen—a large number of track torpedoes which exploded with a loud bang and left a cloud of smoke behind the slowly moving cars.

Approaching Hollidaysburg the cars were the center of attention from homes and from autos passing along the adjoining highway. Many camera fans photographed from moving autos; others took pictures from vantage points along the right-of-way.

About 3:30 p.m. the trolleys rolled into the center of Hollidaysburg and about ten minutes were spent in photographing the cars at the terminal for the last time. Then, amid the waves and farewells of the townsfolk, the cars headed for Altoona where the passengers disembarked at the downtown starting point, and the cars returned to the carhouse and retirement.

Motormen O. G. Thomas, veteran of 37 years' service and John C. Keatley, a veteran of 49 years' service, both of whom piloted cars in the farewell celebration, also retired after reach-

ing the barn at the conclusion of the trip.

Among the passengers were five who rode the horse cars and one who rode the first electric car on the Third Avenue line.

The Altoona Mirror newspaper gave considerable space to photographs of equipment, old-time scenes, last-run photos and a brief history of the railway.

The last electric car run points up the changes in the transit picture since the first horse car line was established March 10, 1882, under the name of the City Passenger Railway Co.

The first electric car was run over the system July 4, 1891.

City Passenger merged with the American Railways Co. of Philadelphia in 1901 and in 1921 the Altoona & Logan Valley Electric Railway Co. was formed.

At one time Logan Valley boasted 123 miles of street car track in and around Altoona. Its predecessor, City Passenger Ry., established and developed Lakemont Park, opened in 1894 as a spur to street car business.

The building of the park and its accompanying trolley service were important factors in the development of areas like South Altoona, Llyswen, Lakemont Terrace and South Lakemont, and many Altoonians recall with pleasure the thrill of riding the old open park cars to and from Lakemont.

With the increasing emphasis on bus service, the number of miles of Logan Valley trackage decreased steadily until at the end only 25 miles of track were left on the two remaining divisions, Juniata-Eldorado and Hollidaysburg. And, for quite some time, cars operated on this trackage only when necessary to supplement the bus service.

The street cars had not been used in regular service since the PRR shops went on their usual summer vacation July 2. But they had been used in charter service since that time. Pittsburgh Electric Railway Club toured the lines on Saturday afternoon, July 24, using car 51. That same evening the Garden Heights EUB Church's Youth Fellowship group chartered a car for a four-hour ride over the system. A portable field organ supplied music for hymn singing as the members rode along. And on Sunday, the 25th, Lehigh Valley Chapter NRHS toured the system on car 70, taking a second ride on Hollidaysburg line using car 51.

SEND A COPY OF YOUR FAVORITE PIONEER PIECE OF EQUIPMENT TO THE "OLD TIMERS' CORNER," ERA HEADLIGHTS, 311 E. SWISSVALE AVENUE, PITTSBURGH 18, PA.

PTC Management Changes Loom

By ROBERT L. ABRAMS and W. GORDON HILL, JR.

Early in August PTC placed orders with GM for 300 50-passenger diesel busses. Cost will be \$6,500,000 and delivery will be made early in 1955. Equipment trusts bearing 3½% interest and maturing over a period of seven and a half years, were sold to five Philadelphia banks.

The new busses will be used on heavy bus lines in various sections of the city and to convert certain streetcar lines to bus operation. Definite route assignments will probably be announced this fall. Among PTC's heaviest bus routes are Rt. A (Parkway-Roxborough), Rt. D (Chestnut & Walnut), Rt. G (56th Street), and Rt. R (Boulevard-Roxborough). Car lines on the conversion list include Rt. 31 (63rd-Market), Rt. 38 (Baring-Subway), Rt. 43 (Spring Garden), Rt. 70 (52nd Street). Other car lines such as Rt. 52 (Cheltenham-Midvale) may be converted using small Macks replaced by GMC's, although very few PTC car lines are light enough to be replaced by 40-passenger busses. So far nothing further has been said about the 130 new PCC's and the 45 t-cs which were discussed last spring by PTC in connection with possible City equipment financing.

New rail is being laid on Landsdown Avenue, 60th to 63rd (Rt. 10). The rail renewal program has slowed down considerably, as compared with last summer, apparently reflecting the bus purchase and the impending conversions.

At the July PTC Board meeting it was proposed that Robert H. Stier, Vice-President in charge of Operations, be promoted to the new post of General Manager. The move was opposed by the National City group and by the City, on the ground that while Stier is a valuable man the NCL group expects to be in a position by next March of having management representation and they would not want to demote Stier. In the meantime PTC stock is being traded in big lots on the Philadelphia-Baltimore Stock Exchange.

"ERA HEADLIGHTS" is published monthly by the Electric Railroaders' Association, Inc., P. O. Box 730, Hoboken, New Jersey. Free to members, \$3.50 per year to all others. For information, address the Secretary.

Chicago News

By RAYMOND DEGROOTE

ELECTRONIC DEVICE USED TO ROUTE "L" TRAINS

The Chicago Transit Authority is using a new electronic device on Douglas Park "L" trains to move them through the busy Paulina-Lake Junction, used by Douglas and Lake Street trains. All Douglas trains are equipped with a doughnut-shaped coil extended from the front of the first car of a train. As this coil passes a similar device located along the tracks an electronic impulse is set up identifying the train as a Douglas. Signals and switches are then set accordingly. Lake Street trains do not have such a device and are automatically identified as Lake trains when passing the track device. The new equipment will greatly speed up movement at this junction where the Douglas line joins the Lake line for the run to the Loop.

GARFIELD TRAINS ON NEW TEMPORARY TRACK

Effective Sunday, August 29, Garfield Park "L" trains began using $\frac{3}{4}$ of a mile of temporary track laid north of and parallel to the old main line between Central and Lombard. This move is another step in making room for the Congress Street Expressway west of the Chicago city limits. Although no agreement has been reached, it is hoped the B & OCT RR will relocate its tracks on the right-of-way of the old "L" tracks so that the highway may be built through the area. As work progresses westward further use will be made of temporary track until construction work is completed. CTA "L" tracks and B&OCT tracks (used by SOO LINE and CGW trains) parallel each other for about two miles on the surface between Central and Des Plaines in this area.

NEW CA&E PLAN SUBMITTED

The West Suburban Transportation Council, a commuter group seeking restoration of CA&E electric train service to Chicago's Loop, proposed recently that the state highway commission purchase the entire CA&E right-of-way and that it obtain control of CTA's Garfield Park "L" line. The commission would then provide a third set of tracks in the Congress Street median strip, and a fourth set where possible, and CA&E would pay a fee to the commission for use of the entire right-of-way to operate the combined lines on a 99-year lease, subject to Illinois Commerce Commission regulation. The cost of a new downtown terminal, just west of the river, would be shared by the CA&E, state of Illinois, and city of Chicago (on the assumption that the terminal might become part of a city parking garage.)

Illinois Terminal News

By S/Sgt. C. E. ABLE

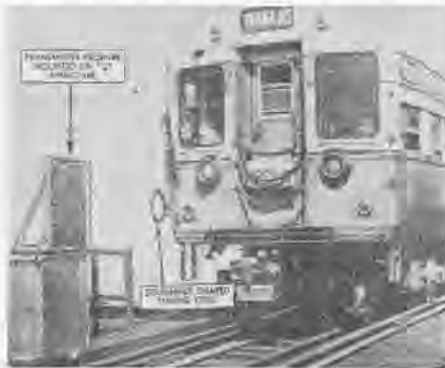
IT SOLD TO EIGHT RAILROADS

Illinois Terminal Railroad directors accepted an offer of \$20,015,635 for all of the railroad's property. The offer came from a group of eight railroads, all of which enter St. Louis. Mr. A. K. Atkinson, president of the Wabash Railroad, was spokesman for the group. The action of the IT's board is subject to approval by stockholders and the Interstate Commerce Commission. The offer of \$20,015,635 will leave an estimated \$16.50 per share for the common stock after retirement of first mortgage bonds. In

1945, the Illinois Power Company sold its ownership of the Terminal for \$19,561,000.

The eight railroads which submitted the bid are the Wabash, B&O, C&E, CB&Q, GM&O, Frisco, IC, and the Litchfield & Madison. It was noted that the Nickel Plate previously was interested in participating, but the road had held no board meeting on the matter, and hence was not included. Before the ICC approves the sale, any other railroad having an interest in the property and wanting to be included in the purchase, will probably have the right to do so. All participating railroads will have an equity in the line.

This offer is one of three received by the IT. The first offer for purchase came from the Sar-



Radar devices, first in United States to control routing of trains, in use on CTA's Douglas Park "L" to switch trains through Junction at Lake and Paulina Streets. CTA Photo.

jem Corp. of New York in April, 1953. Sarjem bid \$6,675,000, or \$13.35 per share. This offer was turned down by the IT. Sarjem was interested primarily in obtaining the McKinley Bridge over the Mississippi River at St. Louis and would have had little interest in any of the rail portions. The other offer came from the investment firm of Kidder Peabody & Co., New York, made to the IT the same day as the offer from the eight railroads, but was of a lower bid, providing \$14.50 per common share. Under this bid the McKinley Bridge was to go to Sarjem which planned to sell it to the city of Venice, Ill., who wants the bridge badly. The rail properties would have gone to the Toledo, Peoria & Western RR.

It is understood that the railroad's headquarters will remain in St. Louis and the property will be operated with its present offices and organization as a separate entity. However, a new Board of Directors will be created representing the new ownership, and probably made up of executives of the eight roads. The purchase of the line will have no effect on the IT's application to discontinue all passenger service. Further hearings on this application were scheduled before the Illinois Commerce Commission in Springfield in September after a jurisdictional question was heard and settled.

Although if approved by the stockholders and the ICC, the IT will be in "new hands," it will be interesting to see if any sweeping changes or improvements are made. The new group undoubtedly hopes to see passenger service ended, and probably will work toward that end. One can look for the characteristics of the "traction" line to disappear completely in what will undoubtedly be the nation's last large traction empire to fall.

Special Discount on ERA Order Blank items extended to November 15. Stock up now for Christmas.

Los Angeles Transit Lines

Announces New Bus Substitution Program

By LAURENCE R. VEYSEY

Of the eleven remaining Los Angeles Transit Lines streetcar routes, six will be partially or wholly converted to bus in the not distant future, if an application filed by the company on August 23 is approved.

Under the terms of the program, lines F, 5, 7, and 8 will be abandoned entirely to motor coaches, with the northern end of line W and the southern end of line 9 also included. The new line W will operate from West Washington to Lincoln Park via North Broadway, present northern terminus of the 9. Not referred to in the application are five other existing rail services: the J, P, R, and V, which use PCC's, and the S, which uses old cars. All lines slated for action in the program use old cars.

Line F, scheduled for abandonment, operates from a loop inside the grounds of Union Station through the downtown business district and on Vermont Avenue to 116th Street. Below 64th Street it uses center-of-boulevard right-of-way. It is the inner portion of what until 1911 was a narrow-gauge interurban line to San Pedro via Gardena. A fairly heavy line, its death knell comes through extension of the Harbor Freeway to facilitate express motor coach service into its area. This extension should be finished in 1955.

Line 5 is, except for Chicago's Broadway-State, the longest streetcar line remaining in the United States: twenty-one miles between the suburb of Eagle Rock on the north and the independent cities of Inglewood and Hawthorne on the south. On both its outer portions it uses a great deal of right-of-way, side-of-road and center-of-boulevard.

Line 7 operates from the Civic Center in downtown Los Angeles via South Broadway to 116th Street. It uses center-of-boulevard right-of-way below 94th Street. It is another fairly heavy line which will receive freeway express bus service in its stead.

Line 8 runs from Lincoln Park on the north via Main Street, through downtown Los Angeles, then on South Broadway, and west on 54th Street to a connection with line 5 at Crenshaw. It is a "weak sister" line which has thus far remained rail because of the large car house at its outer end, to which track must be retained so long as other lines in the area remain.

The southern end of line 9, on West 48th Street to Crenshaw, is also lightly patronized. It features a complete private right-of-way for over a mile, one of the few such left in the city. So sparse is business that the bus replacement will be a shuttle only. The northern end, to be retained with rails as part of the W, has stood up patronage-wise far better than the system as a whole.

The northern end of line W follows a scenic, twisting route, including a stretch of side of road right-of-way, and is paralleled for most of its length by a more direct existing bus only a block or two distant. It will nonetheless receive a bus replacement of its own. Patronage on this section has severely fallen. At the hearing, Latham made a generalization to the effect that "ultimately" LATL will be entirely bus operated. In context, however, this must not be interpreted too sensationally. PCC cars are not going to vanish overnight as they did in Minneapolis. While the future is always hard to predict, conservative sources believe that at least the four PCC lines will remain rail for some years to come.

Extra Board

WANT TO CORRESPOND with ERA members in United States to exchange information, printed matter, photos on Class I railways and modern tramways.—F. Weyl, 32 Rue Anatole France, Vincennes, Seine, France.

FOR SALE: Postcard size prints of Pacific Electric, LATL narrow gauge electric, 20c each, send for list; also PE and LATL transfers and timetables.—Jim Burchard, P. O. Box 298, East Haven, Conn.

Johnstown Summer Schedule Cut Severe

By EDWARD S. MILLER

Johnstown Traction Co. uses only five PCC's in base day and evening service, a visit to this property on August 27 and 28 disclosed. Franklin line uses only one car on a 40-minute headway except for the afternoon rush period when a second car is added and the headway changed somewhat. The thru-routed Coopersdale-Ferndale line uses two cars on a 30-minute headway. From approximately 9 a.m. until 2 p.m. the cars cut back at Moxham carhouse instead of continuing on to Ferndale loop, though the route signs still read "Ferndale." At such times a shuttle bus runs on an hourly schedule from the carhouse through Ferndale to Benscreek, but this service was not observed as your correspondent was busy elsewhere on the system clicking camera shutters. The thru-routed Morrellville-Roxbury line also uses two cars on a 30-minute headway. During the afternoon rush period an extra car is placed on each of these thru-routed lines.

Oakhurst shuttle runs one rail trip Monday-Saturday, leaving end of Morrellville line at 5:55 a.m. A bus provides regular service on this short route.

Southmont line had been back in service a month prior to my visit. One trip is made leaving Main and Market Streets in the downtown area at 5:15 p.m. Monday-Saturday. A bus operates over a new highway, on a more direct route, at regular intervals. This rail line is very scenic, twisting and turning as it climbs steadily to Southmont terminus.

The Benscreek line provides somewhat better service. Two morning and two evening trips are made from end of Ferndale line the mile or so to Benscreek. One morning trip was observed leaving Main and Market Streets at 7:15 a.m. Your correspondent rode the afternoon trip which is: Lv. carhouse 4:25 p.m.; Main and Market 4:45 p.m.; Lv. Benscreek 5:15 p.m.; Lv. Ferndale loop 5:30 p.m.; Lv. Benscreek 5:36 p.m. enroute to the carhouse. This line

Fan Trips

Oct. 31—LONG ISLAND RR—Possibly last steam (G5) trip on LIRR. Trip will cover freight-only Bay Ridge and other lines. Proceeds to preserve B&QT and TATS cars at Branford, Lv. Jamaica 9:45 a.m. Fare \$5.50 until October 29, \$6.00 after that. Children, \$3.00. Send checks payable to Branford Electric Rwy. Assn., Inc. to: R. L. Preshey, 1156 E. 38th Street, Brooklyn 10, N. Y.—or—K. F. Groh, 3107 Park Avenue, New York 51, N. Y.

Nov. 1—LOS ANGELES TRANSIT LINES tour of local lines in 1896-built car now in storage. Advance fare, \$4.00. Tickets from So. Cal. Div. ERA, 1120 Fairview Boulevard, Inglewood 3, California.

operates rail service Monday-Saturday.

Double-ended cars operate the trips on Oakhurst, Southmont and Benscreek with PCC's on the other routes. Schedules appear rather difficult to maintain and layover is almost non-existent. Car No. 401 was operating on Coopersdale-Ferndale, painted blue and white and advertising the Civil Defense program.

Dallas Abandonment Plan Approved

Dallas, Texas, city council on August 16 approved the Dallas Railway & Terminal Co. request that it be allowed to spend \$594,000 for new 45-passenger diesel buses to be placed in service by next March 1. The order will be the first installment of a total of 125 which DR&T plans to buy within the next two years.

The first streetcar line likely to go will be the PCC-operated Belmont-Seventh line, leaving the Sunset, Hampton, Second and Junius lines operating with Peter Witts until later.

In addition to the initial approval of the purchase of 30 buses, DR&T also received permission to dismantle twelve old streetcars, and charge off \$86,088 against its repair, maintenance and depreciation reserve. Six of the old streetcars were bought from Fort Worth in 1936. Three were completely overhauled many years ago, and three others were considered beyond repair.

Carrying out another agreement reached in the July 5 ordinance setting up a zone fare system and ordering the end of streetcar operation, councilmen accepted a quit-claim deed from DR&T giving the city company-owned right-of-way on Austin Street from Young to S. Lamar and title to streetcar tracks on 18 other streets, including those of the Oak Lawn, Cole Avenue, Forest, Forney and Ervay lines, among others.

Most Cedar Rapids & Iowa Cars Still at Yard

By JAMES T. RADCLIFFE

A June visit disclosed all overhead down at the CRANDIC yards with trolleys removed from remaining cars and locomotives. Car No. 110 is now setting near an Iowa stream where it is being used as a summer camp. It was the only passenger car in the lightweight series not used on the Memorial Day 1953 farewell trip as its wiring was reportedly burned out.

Cars Nos. 111, 112, 116 and 117 were still in the yards, looking slightly the worse for wear due to the ravages of the weather. Car No. 118 is reportedly headed for Seashore property at Kennebunkport, Maine.

Line car No. 78 is up for sale. Most locomotives were in the yards with the possible exception of No. 53, reportedly sold to Iowa Light & Power Co. Their old locomotive, No. 75, in black, is among CRANDIC locomotives stored.

Radio-equipped diesels now handle the freight once pulled by the electrics.

Almanac

AKRON RAILROAD CLUB meets fourth Thursday, 8 p.m., YMCA Room 306, 80 W. Center St. ALLENTOWN NRHS meets first Sunday, 1:30 p.m., 1143 Walnut.

BALTIMORE NRHS meets second Monday, 8 p.m., BSME Club Room, 225 W. Saratoga St.

BERKELEY, CALIF. Bay Area Elec. RR Assn. First Friday, 8 p.m., Hotel Shattuck, Shattuck Ave. and Allston Way.

BOSTON NRHS meets second Friday, 8 p.m., RR YMCA, 5th Floor, South Station.

BREWSTER, OHIO Midwest NRHS. First Saturday, 8:30 p.m., Wandle House, NKP RR YMCA.

BUFFALO NRHS meets second Friday, 8 p.m., Hotel Markeen, Main and Utica Sts.

CHAMPAIGN, ILL. Illini RR Club. Third Wednesday, 7:30 p.m., Room 138, Electrical Engineering Building, Univ. of Ill.

CHICAGO. Central Elec. Railfans Assn. Fourth Friday, 7:30 p.m., 84 E. Randolph St.

CINCINNATI. Cincinnati RR Club. First Thursday, 8 p.m., Gateway Restaurant, Cincinnati Union Terminal.

CLEVELAND RR CLUB meets second Friday, 9 p.m., 15209 Detroit Ave., Lakewood.

DENVER. ROCKY MOUNTAIN RR CLUB. Second Wednesday, 8 p.m., City and County Bldg.

DETROIT. Michigan RR Club. First and third Wednesdays, 8 p.m., Michigan Central Station Social Room.

HARTFORD NRHS meets first Wednesday, 8 p.m., Room 2, NYNH&H RR Station.

INDIANAPOLIS. Railfans of Indianapolis meets first Friday, 7:30 p.m., 3545 N. Illinois St.

JERSEY CITY. North Jersey NRHS. Second Thursday, 8 p.m., Room 306, Jersey Central Terminal Mail Building.

KANSAS CITY NRHS meets second Wednesday, 8 p.m., 6th Floor, Union Station.

LANCASTER NRHS meets last Monday, 8 p.m., PRR Conference Room.

LONDON, ENGLAND. Light Railway Transport League last Saturday, 3 p.m., Fred Tallant Hall.

LOS ANGELES. Southern California Division ERA. Third Friday, 7:30 p.m., Echo Park Recreation Center, 1632 Bellevue Ave.

LOUISVILLE NRHS meets fourth Friday, 8 p.m., YMCA, Third and Broadway.

MELBOURNE, AUSTRALIA. Australian Electric Traction Assn. Third Friday, 8 p.m., Room 11, Victorian Ry. Inst., Flinders St. Station.

MILWAUKEE NRHS meets fourth Friday, 7:30 p.m., Library, 2622 W. Center St.

MINNEAPOLIS RAILFANS ASSN. meets at Milwaukee Road Depot.

MONTREAL. Canadian RR Historical Assn., 8 p.m., Room 920, Montreal Transportation Commission Building, 159 Craig St. W.

NEW YORK DIVISION ELECTRIC RR ASSN. Meets third Friday, 8 p.m., PRR YMCA, Penn Station.

NEW YORK NRHS meets first Thursday, 8 p.m., Room 5228, Grand Central Terminal.

PHILADELPHIA. Metropolitan Philadelphia Ry. Assn. Second Friday, 8 p.m., Second Floor, Allegheny Depot, 26th and Allegheny.

PHILADELPHIA NRHS meets first Tuesday and third Thursday, 8 p.m., B&O Station, 24th and Chestnut Sts.

PITTSBURGH ELECTRIC RY. CLUB meets second Thursday, 8 p.m., YMCA, Room 206, Third Ave. and Wood St.

ROCHESTER NRHS meets 15th of each month, 8 p.m., Room 350, NYC Station.

ST. LOUIS RY. ENTHUSIASTS CLUB meets third Monday, 8 p.m., RR YMCA, 20th and Eugenia Sts.

SAN DIEGO RY. HISTORICAL SOCIETY meets second Sunday, 7:30 p.m., 3827 Polk Ave.

STAMFORD NRHS meets second Wednesday, 8 p.m., 65 Advocate Place.

SYRACUSE NRHS meets second Wednesday, 8 p.m., RR YMCA, E. Syracuse.

TOPEKA NRHS meets last Thursday, 8 p.m., Conference Room, Santa Fe Station.

TORONTO. Upper Canada Ry. Society meets third Friday, 8:20 p.m., Room 486, Toronto Union Station.

WASHINGTON DIVISION ERA meets third Wednesday, 8 p.m., Petworth Library, Georgia Ave. and Upshur Sts. N.W.

WASHINGTON NRHS meets fourth Friday, 8 p.m., Room 304, East Wing, Union Station.

NOTE: Exceptions to these regular meeting dates will be noted in this column if Secretaries of association will advise the HEADLIGHTS Almanac Editor by the first day of the month preceding that in which the regular date is to be changed. Organizations of electric railfan interest are invited to list meetings here. Write to J. Gary Dillon, HEADLIGHTS Almanac Editor, 144 Roswell Street, Akron 5, Ohio.

LOOK OVER THE RECENT ERA ORDER BLANK SUPPLEMENT. IT CONTAINS MANY INTERESTING ITEMS. SPECIAL 5% DISCOUNT CONTINUED TO NOVEMBER 15.

Old Timers' Corner



PRT Utility Car F-10 of uncertain origin, at Callowhill Depot, Philadelphia, 1939.

Send a copy of your choice old subject to "OLD TIMERS' CORNER."