

PRRTHS BUCKEYE CHAPTER

Volume 7, No 1 – February 2010

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ENGINE 1361 IN COLUMBUS, 1947-1949

NEXT CHAPTER MEETING IN UPPER ARLINGTON, SUNDAY, FEB 14

For our next meeting we return to the Lane Road Branch of the Upper Arlington Library, Sunday, February 14 at 1 p.m. See the map and directions on the next page.

We will have two main topics on the agenda: The election of officers and further plans for the hosting of the national convention in Columbus in 2011. Al is lining up a program that is sure to interest PRR fans, and members are encouraged to bring their models and PRR artifacts to share with the other members.

If any member is interested in one of the officer positions in the chapter, he or she should contact me at genestebbins@att.net Our present officers have done a fine job at getting the chapter organized and running, but new blood is always a good thing for an organization.

We continue to distribute the Newsletter by internet. I have received ZERO complaints about this method of distribution, but that does not mean there are no problems. Please let me know if you have a problem receiving the newsletter, and it is VITAL that you report any changes in your email address so that you can continue to receive timely material from the chapter. We will continue to mail the Newsletter to members who do not have access to Email.

ARTICLES NEEDED

This is your newsletter, so we depend on members to supply articles for it. So far, we have had a good assortment of articles, sharing your knowledge and experiences with other members of the chapter. You can Email them to me, Gene Stebbins, at genestebbins@att.net or mail them to me at 2075 Maplewood Road, Stow, Ohio 44224.

Here is a map and directions:

Driving Directions To The Lane Road Branch



FROM THE NORTH Take 71S to 270W to 315S. Exit west onto Henderson Road. Continue west, making a left onto Reed Road. Proceed on Reed to the second stop light at Lane Road. Turn right onto Lane Road. The library is on the left at the edge of Lane Road Park / Thompson Park.

FROM THE SOUTH Take 71N to 315N. Exit west onto Henderson Road. Continue west, making a left onto Reed Road. Proceed on Reed to the second stop light at Lane Road. Turn right onto Lane Road. The library is on the left at the edge of Lane Road Park .

FROM THE EAST Take 70W to 315N. Exit west onto Henderson Road. Continue west, making a left onto Reed Road. Proceed on Reed to the second stop light at Lane Road. Turn right onto Lane Road. The library is on the left at the edge of Lane Road Park / Thompson Park.

FROM THE WEST Take 70E to 315N. Exit west onto Henderson Road. Continue west, making a left onto Reed Road. Proceed on Reed to the second stop light at Lane Road. Turn right onto Lane Road. The library is on the left at the edge of Lane Road Park / Thompson Park.

Engine 1361 Operations in Columbus in 1947 and 1949

by Bob Flores

About a year ago, I received a call from a friend wanting to know if I would be interested in a collection of Pennsylvania Railroad material. When the box arrived, I found that someone had taken copies of Form 220's, and had created booklets of the manifests of trains from 167 days in 1947 and 1949, with most of the material in the Columbus area, although there is also some information from the Cincinnati and the C & AC branches as well. These were mostly handwritten, although some copies were teletyped as well. For the past year, I have been entering the data from the flimsies these were written on, into a rather large spreadsheet. The data from the Columbus area, consists of 4970 trains, providing the information relevant to each train. Included are train number, section, arrival time, departure time, engine(s) and train consist, including type of car, name or number, point of origin, destination, engine and train crew, and comments in many cases. The data that I have is from the months of May, June, September and October.

For those of you that read with interest the Fall 2009 issue of the Keystone and noted the reference to the 1361 operating in Columbus, I found records of Engine 1361 in Columbus during these months.



Photo compliments of Gary Mittner.

As you can see from Table 1, the 1361 first appeared in Columbus May 23, 1947, on Train #41, The Cincinnati Limited. It ran double headed days on name trains five out of eight days in the month of May. For some reason the records only show it on westbound trains. It also appeared on the #33, the St. Lousian and on #3, the Sunshine Special, as Train # 3 was named in 1947, later renamed The Texas Eagle, and then later The Penn Texas. June of 1947 found the 1361 operating only 7 days, including The Cincinnati

Limited, The St Louisan, The Metropolitan and The Jeffersonian, as well as several local trains.. The named trains were double headed and the locals pulled by the 1361 solo.

Table 1 Engines, Dates, Cars in Trains

TRAIN	LEAD	SECOND	DATE	ARR TIME	DEP TIME	CARS
41	5436	1361	5/23/1947	5:28 AM	5:35 AM	12
33	5497	1361	5/26/1947	2:20 AM	2:27 AM	11
41	1361	5346	5/27/1947	5:25 AM	5:35 AM	9
33	3730	1361	5/28/1947	1:50 AM	1:56 AM	11
3	5338	1361	5/30/1947	9:37 AM	9:48 AM	14
267	1361		6/8/1947	2:16 PM	2:33 PM	9
41	5346	1361	6/15/1947	5:59 AM	6:11 AM	15
33	5490	1361	6/16/1947	1:41 AM	1:48 AM	11
65	3678	1361	6/18/1947	6:44 AM	6:50 AM	18
27	1531	1361	6/20/1947		3:35 AM	17
67	5466	1361	6/21/1947	8:55 AM	9:05 AM	14
227	1361		6/27/1947	3:25 AM	3:53 AM	15
227	1361		10/2/1947	4:16 AM	4:41 AM	14
267	1361		10/3/1947			9
227	1361		10/5/1947	3:27 AM	4:00 AM	12
115	1361		10/6/1947		8:25 AM	5
27	1361		10/8/1947		2:20 AM	6
31	358	1361	10/11/1947	7:47 AM	8:07 AM	12
227	1361		10/12/1947	3:45 AM	4:11 AM	14
67	1361		10/13/1947	9:10 AM	9:29 AM	12
31	5377	1361	10/15/1947	6:38 AM	6:44 AM	16
PX	1361		10/21/1947	2:25 AM	3:24 AM	12
PX	1361		10/23/1947	4:18 AM	5:30 AM	24
3	1361	5448	10/25/1947	9:31 AM	9:40 AM	15
67	3726	1361	10/27/1947	9:59 AM	10:12 AM	12
27	1361		10/27/1947		2:28 AM	5
205	1361		10/3/1949	2:46 PM	3:02 PM	7
13	1361	3887	10/9/1949	7:09 PM	8:12 PM	12
107	1361		10/10/1949		2:15 PM	5
107	1361		10/14/1949		2:21 PM	5
PX	1361		10/15/1949	9:05 AM	9:38 AM	18
PX	1361		10/29/1949	8:44 AM	9:07 AM	17

Table 2 Single and Doubleheaded Trains

Train	3	13	27	31	33	41	65	67	107	115	205	227	267	PX	Total
SH			2					1	2	1	1	4	2	4	17
DH	2	1	1	2	3	3	1	2							15
TOTAL	2	1	3	2	3	3	1	3	2	1	1	4	2	4	32

The table above shows which trains were single headed, and which were double headed. Train # 67, The American, ran both single and double headed, pulling 12 cars both single and double headed, and pulling 14 cars doubled headed.

Table 3 Train Numbers and Names

3	The Sunshine Special	Unnamed Trains
13	Mail/Passenger	117
27	Metropolitan	115
31	Spirit Of St Louis	205
33	St Louisan	227
41	Cincinnati Limited	267
65	Jeffersonian	PX (Extra)
67	American	

These 32 trains pulled 388 cars, for an average of 11 cars per train. One extra train of 24 cars consisted of mostly box cars from Eastern roads with western and southern destinations, along with a coach and combine car. One extra train had 18 cars, and ran mostly from New York to St Louis, picking up 4 cars in Pittsburgh, and sending one car on to Kansas City, and another to Los Angeles. Another extra train with 17 cars carried several sleepers from trains #31, The Spirit of St Louis and #65, The Jeffersonian, including the observation car Frank Thompson, and diner 7965. The passenger traffic was Washington, DC, to St Louis, with six boxcars on the head end, followed by six mail storage cars. The head end traffic was mostly New York to St Louis.