

# Pennsylvania Railroad Technical & Historical Society

\*\*\*\* Bulletin No. 2015-04 October 2015. Newsletter \*\*\*\*

## Lines West – Buckeye Region Chapter.

From our Chapter President Al Doddroe: Announcing our next meeting to be held on Sunday, November 08, 2015 at our Buckeye Region Vice President, **Chris Walsh's** home, **3836 Dayspring Drive in Hilliard, Ohio 43026**. Chris's home will be open from 1pm-4:30 pm. Business Meeting will be as soon as we have our normal attendance, or 1:30 p.m., whichever comes first.

The post-meeting program will be a DVD documentary on the history of Pennsylvania Station, New York City. Following that we will have other DVD's available for viewing. Also, Chris's HO PRR special focus/scale layout will be available for viewing/operating.

Another item: The NMRA Division 6 has the 'Friends Theater' at the Upper Arlington Main Library reserved on Sunday, 6 December, 2015 from 1 to 4:30pm to show local railroad movies shot by the late Victory Ketcham. Buckeye Region Chapter members are invited to attend. NMRA membership is not required. These are good steam/diesel railroad movies filmed in the Columbus, Pittsburgh & East, Altoona, Enola & East to the New York & Long Branch area.

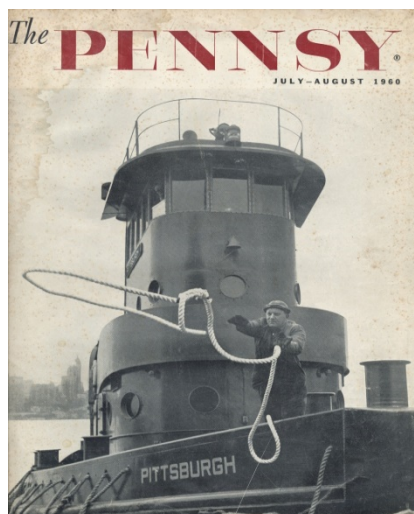
\*\*\*\*

\*\*\*\*

\*\*\*\*

\*\*\*\*

The PRR employee magazine "The Pennsy" was published by the Pennsylvania Railroad Company for its active and retired employees, from the PRR's Philadelphia headquarters. The first issues of "The Pennsy" were printed and mailed in mid-1952 to near 190,000 persons or organizations and continued through the 1960's. Many PRRT&HS members have collected "The Pennsy" and use them for a great source of PRR history. In my research of the PRR, this editor has found many historical reports written and photographed in the Ohio and Columbus area. These articles and photos will be included in our newsletters. [The 12" X 9" "The Pennsy" magazine format requires some images to be squeezed to fit page.] "The Pennsy" July-August 1960 issue & St. Clair Enginehouse & area:





# FAREWELL TO STEAM

The photo below, showing old switchers as they waited to be led away to the scrap heap, matches the sadness felt by thousands of people—railroaders, rail fans, and passengers alike—at the passing of the steam locomotive era.

For over a century the charging, flashing steam locomotive was the most exciting and romantic feature of the American landscape. Now its fierce snort and lonesome whistle are memories, revived only in hi-fi recordings.

The last steam locomotive on the PRR's active roster was a B-6S, No. 5244, which was on lease to the Union Transportation Company of New Jersey. It was retired from service on July 15, 1959.

For a while, the PRR kept some steam

locomotives on a standby basis, in case of emergency need of motive power. But as more and more diesels were acquired, this became unnecessary, and the sale of the steamers for scrap was speeded up. Now the last ones have been sold, and are moving off the Railroad this month.

These noble iron horses end in a kind of glory. They make top quality scrap. It's called Class 24 heavy-melting railroad scrap, highly desired by steel mills. A locomotive-and-tender combination brings anywhere from \$4,000 to \$12,000, depending on its weight and the current state of the scrap market.

There are some last rites before a locomotive is sent out. First, PRR enginehouse men remove certain parts, including the builder's badge plate, the number plate, and the bell. These are prized items to collectors of railroad mementoes. The PRR has been deluged with letters re-

questing them; but the supply of these items has finally been exhausted—no more are available.

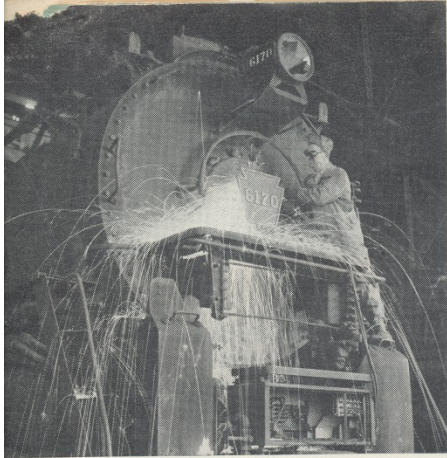
The locomotive moves out not under its own power, of course; it is hauled "dead" as part of a freight train. To get it ready to go, enginehouse men remove the main driving rods so as to disconnect the pistons and valve gear, in order to permit free movement of the wheels. Then oil or grease is applied to the crank pins, the engine-truck and tender-truck journal boxes, the side rod bushings, and other parts. The brake pipes must be checked and cleaned if necessary to make sure that braking air can get through the locomotive when it moves in a train.

The locomotive may need parts replaced before it can safely be moved. Spare parts are practically non-existent. Altoona Works has occasionally been called on to specially fabricate new engine-truck bearings and other needed items.

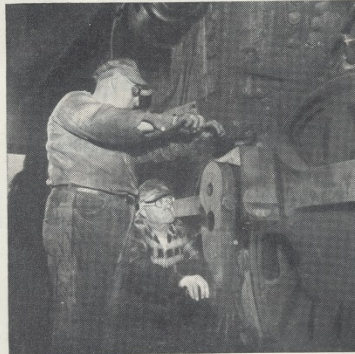
During the movement, more than one steam veteran has inconsiderately broken down and been set out of a train for such repairs as are needed to enable it to reach its destination.

The trains that haul these dead loco-





At St. Clair Enginehouse, Columbus, W. D. Briggs burns off number plate of a J-1.



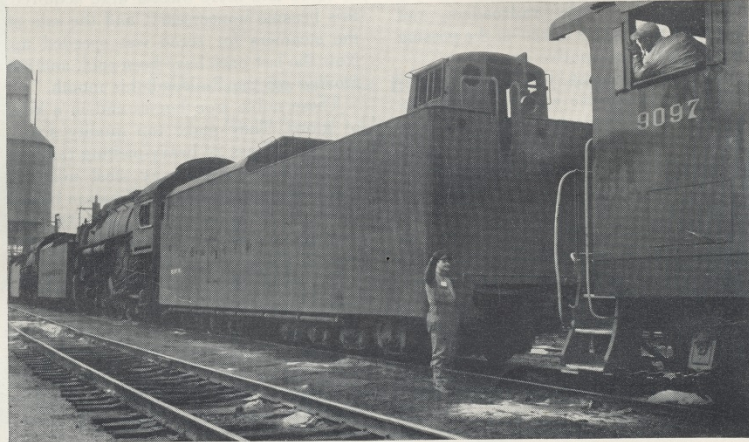
J. D. Fager and F. M. O'Neill, Philadelphia, insert block to hold side rod of an H-9s.



J. M. Douglas, at Philadelphia, oils driving box to ready steamer for last journey.



T. E. Berry sets crosshead and piston of an H-9s in proper position for blocking.



At St. Clair, a steamer is shifted to a freight train that will take it to oblivion.

motives are usually moved at 25 miles per hour to lessen the chance of mechanical trouble.

For PRR people, the end of steam is especially sad because their railroad has been a world leader in designing and building steam locomotives. The PRR was among the first to use such things as the swing-bolster, four-wheel leading truck for negotiating curves, and the steam injector for feeding water into the boiler.

The first air brakes were tried out on the Pennsylvania by George Westinghouse in 1869, and adopted by the Railroad a year later.

The PRR's locomotive test plant at Altoona, Pa., was world-famous. Portions of it were shown in 1904 at the Louisiana Purchase Exhibition in St. Louis.

The history of PRR steam goes back to the "John Bull," built by Robert Stephenson in England and delivered in 1831 to the Camden & Amboy Railroad, which later became part of the Pennsylvania Railroad. The "John Bull" is now pre-

served as a treasured relic at the Smithsonian Institution in Washington, D.C.

Gradually the PRR designed and built a wide variety of steam engines. Recent widely used passenger models were the E-6 Atlantic and K-4 Pacific. A holder of the world speed record for many years was a class E-2 locomotive, No. 7002. A later, more powerful engine was the S-2, first U.S.-built direct drive steam turbine locomotive. Well-known freight types included the Decapod, Consolidation, Mikado, and Mountain. Two powerful 4-cylinder models were designed to reduce the need for double-heading: The T-1, a passenger engine placed in service in 1942, and the Q-2, a hefty freight locomotive introduced in 1944.

The high point in steam was in 1920, when the PRR had 7,667 locomotives on its roster.

The advent of the diesel-electric locomotive marked a major revolution in the technology of railroading. The diesels were sure to win out over steam. They're

more efficient; serviceable 85 to 90 percent of the time, compared with steam's 60 percent figure; and are practically tireless—one can make the Harrisburg-Chicago run without replacement.

Now, what's left of steam power on the Pennsylvania Railroad?

A K-4 is permanently displayed at Horseshoe Curve, Altoona. Seventeen steamers of varying vintages are stored at the Northumberland, Pa., enginehouse, and the PRR currently is negotiating their transfer to museums.

About 100 steam engine tenders serve in Maintenance-of-Way work trains, carrying water for washing and drinking.

Finally, there are 66 locomotive bells. These have been set aside for installation in the 66 new rectifier-type electric locomotives being built for the PRR. When these engines begin arriving this winter, sentimental steam fans, if they listen hard, will be able to hear the nostalgic clang of pure-tone bell metal that will salute a never-to-be-forgotten era.



Lines West Vice President Chris Walsh at the controls of his detailed and Well-crafted, PRR HO layout. Don't miss this awesome PRR layout!

Chris Walsh photo by and "The Pennsy" magazine from, Ron Widman collection.

===== Ron Widman, Editor/Newsletter.    PRRT&HS Lines West Buckeye Region Chapter.    =====