

French Creek Valley Railroad Historical Society

P.O. Box 632 Meadville, PA 16335

SPRING 2014

Newsletter of the French Creek Valley Railroad Historical Society

Volume 9 Number 1

VALLEY EXPRESS

The following article was reproduced from *Erie Railroad Employees Magazine*, August 1951

Pullman Car Names

Who names the Pullman cars - and why - and how?

For many years, there was a widespread belief that the credit, or blame, for naming Pullman cars rested with the late Mrs. Frank O. Lowden, who was Miss Florence Pullman, a daughter of the founder of the Pullman Company. It was confidently asserted that she was launched on her career in nomenclature as a young girl, receiving \$1 for each car name. Other versions made it \$100 a car, while some solemn guesses were as high as \$20,000 a year. The truth is that Mrs. Lowden never had such a job and she never named a Pullman car.

The first Pullman sleeping car was a remodeled Chicago & Alton day coach, No. 9, and it continued with its original designation, as did its twin, No. 19. It was then decided to letter the cars "A," "B," "C," and so on; but with the rapid growth of the Pullman fleet, the alphabet soon proved inadequate and the company returned to the use of numbers. This resulted in some confusion with railway car numbers, so the system of giving each car a distinctive name was introduced. That was in the 1860s and 1870s when it was also customary for locomotives to be designated by names.

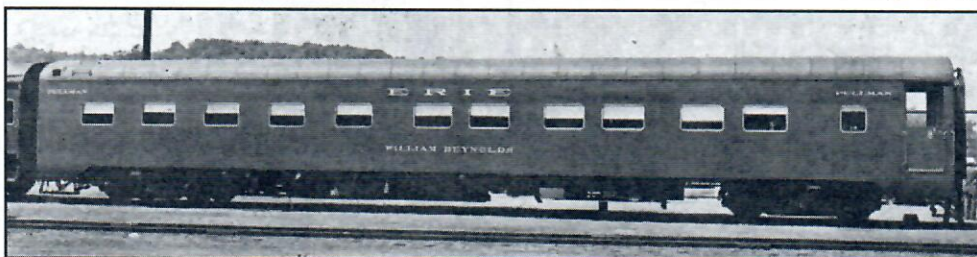
Car "A", the first Pullman car to be given a name, was called PIONEER. This was the first car built from truck to roof by George M. Pullman, and it cost \$20,000. It was completed in 1865 and used by members of the Lincoln family in the funeral train which bore the remains of Abraham Lincoln from Chicago to Springfield, IL, in April 1865. There can be no doubt as to the aptness of the name, PIONEER, since this car led the march of progress in the development of comfortable, safer and better railroad passenger-train cars, constantly improved and equipped with facilities which not only enhance the attractiveness of the cars but also increased the comfort and convenience of the passengers.

Feminine Influence

Generally speaking, parlor cars once bore feminine names and also those of flowers and birds. Several parlor cars were named for women foremost in the battle for suffrage, SUSAN B. ANTHONY, LUCRETIA MOTT and ELIZABETH CADY STANTON. Sleeping cars were named for statesmen, soldiers, poets, authors, rivers, lakes, cities, towns, battlefields, camps, and so on.

When the Pullman Company took over the Wagner Sleeping Car Company in 1899, it was discovered that some 300 cars of that fleet bore names which were duplicated among the Pullmans. Something had to be done in a hurry. Richmond

(continued on page 5)



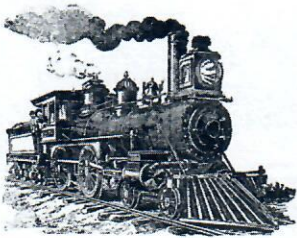
One of the Erie Railroad's President Series of Pullman cars is shown above. Comparable to the latest Pullman sleepers, this series was completed for the Erie in 1949.

Local Rail Activity

- According to a recent article in the *Erie Times*, a planned 1.3 mile loop track, including a 400 ft rail siding, will be built at the Keystone Regional Industrial Park in Greenwood Township. The project has encouraged an Ohio company - Deerfield Farms Services, Inc - to build a grain elevator facility at the loop, which would service farms located in Crawford, Mercer, Ashtabula and Trumbull counties. The Ohio Corporation has committed to purchase an additional 80 acres and contribute \$1.7 million toward the \$5.7 million effort. Such a loop is unique to the area and would permit about 70 rail cars to be unloaded and turned around without uncoupling engines or cars. The site would allow farmers to store crops to await decent prices and is adjacent to the proposed \$360 million tires-to-energy plant. The Economic Progress Alliance of Crawford County, owner of the industrial park, has already received a \$4 million grant from the Rail Transportation Assistance Program toward the project.

- Lou Palumbo celebrates 30 years at his model train Underground Railroad shop in New Castle by authoring a collection of nostalgic model rail tales. Lou, a monthly contributor to *Classic Trains* magazine, also maintains an in-shop train layout.

- Friend Darwin D. Durlin was recently lost to us in a house fire in Pittsfield, PA. "3D", as he was popularly known, worked at Conrail and National Forge for years, and was currently employed by the WNY&P as track supervisor. He competed at fairs handling draft horses, and will be greatly missed.



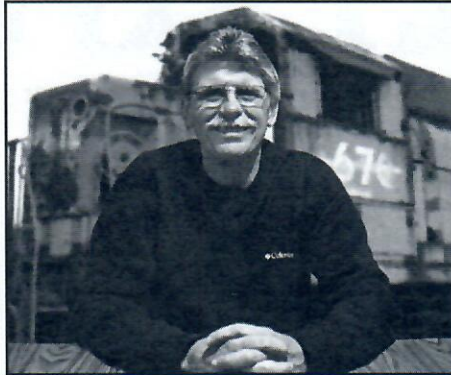
From the Stationmaster's Office

As soon as we get a break in the weather, renewed sheet metal near the cab windows of the 518 Engine will receive a new coat of paint, followed by installation of new window glass. Completion of this 518 work remains a priority before we address paint peeling of the caboose interior or the boxcar move from North East or the restoration of the Combo roof.

We have now successfully acquired the Cambridge Springs Trolley Station, which is the site we've selected for our June monthly meeting, to introduce this historic site to the membership. Dan, Ed, Hunt, Tom, myself and others have been hard at work cleaning, scraping, painting and insulating the interior walls, as well as scrapping worn metal heating pipes. Estimates for new HVAC work are being reviewed to insure a comfortable venue for future public meetings.

We are excited to learn of the possible availability of the former Edinboro University (Meadville) classroom spaces in the modernized PMI foundry building adjacent the former 84 Lumber site along the Meadville Bypass. The site would offer an exciting and nostalgic setting for our new museum. Keep your fingers crossed that such an acquisition comes about, as this could have a profound effect on the club as well.

Bernie Hanmore



French Creek Valley Express

A Publication of the
French Creek Valley Railroad
Historical Society

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French Creek Valley Express is published Spring and Fall. Those wishing to submit material must do so no later than 30 days prior to publication, i.e. by April 1st or October 1st. All submissions are subject to editing for length and clarity. Queries must include full name, address, and daytime phone number or e-mail address. Individual membership dues are \$20.00/year, family membership dues are \$35.00/year (\$1.00 for juniors to 18 years) for the period July 1- Jun 30. New member dues received after January 1 are good through the following full year period. Support from local businesses is welcomed: Gold, Silver and Bronze levels at \$500.00, \$250.00, and \$100.00, respectively, are available.

CONTRIBUTIONS & GIFTS

- Weber Electrical Supply
- Staples Copy & Print
- Lloyd's Rental & Sales
- Crawford County Historical Society
- Tom's Train Terminal
- Western New York & PA RR
- Susi Building Supplies
- US Bronze Foundry & Machine
- AC & J Railroad, Jefferson, OH
- LakeShore Railway Historical Society
- Pipp Graphics & Design
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- Tom Collard Family
- Ed Cronin Family
- Seco/Warwick (Sheet Metal)
- Jack Sheetz Family
- Anderson Enterprises
- D & M Tool
- Hafer Trucking

There's lots more information as well as interesting photos and stories on our website! Check it out at www.fcrrhs.org



Budget and Finance

We are very lucky to have generous and resourceful members who will in many cases either pay for materials we need as a donation to FCV or find others to donate the supplies that we need. This has been very effective with the 518 project enabling us to stretch the value of your donated dollars. Jack Sheets is a master at finding anything from air tanks to rail and sheet metal for our projects. Well done Jack!

Recently President Hanmore established a fundraising program based on a suggestion from Tom Stewart to find scrap metal and exchange it for cash. Our first venture was at the Trolley Station where we removed scrap pipe from the basement and received \$164 for our troubles. Half of the proceeds was given to the Trolley Station for help with the renovation costs. Please look around your property and by all means email me at edsuecronin@windstream.net if you have any iron or steel items that we could pick up. Although Bernie has set a date of Saturday, May 17, for scrap pickup day, our volunteers will be available year round to pick up scrap metal at your home or business.

We still have a number of unsold 2014 calendars so if you missed getting one in December they are still available at a discounted price of \$1 0.00 plus shipping.

As always, if you can spare a few dollars for our projects it will be **greatly appreciated**.

-Ed Cronin

Membership

The number of members has been at a standstill. There are still possible new members from those that accepted a membership application at the Erie train show. Renewals are due again in 2½ months.

On a personal note, I'd like to thank everyone who has supported me while I try to regain my sight. Very special thanks go out to my loving wife, Vanessa and my mom, Marceline Antinore, both of whom are members of the FCVRRHS. They

have gone over and above to keep my spirits up.

-Carl Timko

Our Museum

The Northwestern Pennsylvania Railroad & Tooling Heritage Center:

- In December we met with Paris Tennenhouse, a museum exhibit designer and space planner. In March Ms. Tennenhouse came to Meadville to tour the area. We expect to have a contract with her soon to begin exhibit design and space planning for the Meadville museum project.

- On January 1, 2014 a new lease on the 1.5 acre Meadville property went into effect with the Economic Progress Alliance of Crawford County. The lease will remain in effect until January 1, 2024 and gives us complete control of the property. We also have control of the billboard which is visible from Route 19/322.

- In early February we became the new owners of the Cambridge Springs Trolley Station. Dan Higham is the Committee Chair for the Trolley Station Project and expects to have the renovations completed by September of this year.

- Maryann Martin has already filed two grant applications to pay for the HVAC system and building insulation at the trolley station. More applications are planned to help with the renovation expenses.

- On February 13, we installed our first movable exhibit in the lobby of the Crawford County Career & Technical Center (Vo-Tech). Check it out! The next exhibit will feature the A&GW Railroad.

- In March we began examining the former Edinboro University Meadville Building which is now for sale. The building is located at 789 (or 798) Bessemer St. adjacent to PMI at Bessemer Commerce Park in Meadville. Two thirds of the building has been renovated and is beautiful. The remaining one third would make a spectacular two story gallery. A former A&GW building constructed in 1865, this building is the best opportunity for us yet!

- You are cordially invited to the Heritage Center's annual meeting to be held on Monday, June 9 at 7:00

PM at the Cambridge Springs Trolley Station. Refreshments will be offered starting at 6:30. Please email Marilyn Black at the following address: marilynblack@windstream.net if you plan to attend. Dale Doctor, President of the Cambridge Springs Historical Society, will be the speaker and will discuss the history of the Trolley Station.

- The Heritage Center Board continues to grow with new members who bring great expertise and enthusiasm to our project. We are looking good!

-Ed Cronin



French Creek Model Railroaders

FCMR is the model railroad club sponsored by and directly connected with the French Creek Valley Railroad Historical Society. The club is constructing three model railroad layouts in a room on the Mezzanine level at 940 Park Avenue in Meadville. The two main layouts are in HO scale and N scale constructed on two levels with the HO layout on the bottom level and N scale above. A smaller TT scale, just 4' by 12' has been constructed near the entrance to the club. A workbench area will be constructed in a smaller back room and a ventilated booth for spray painting is also in the works. Although sponsored by the historical society, the club collects its own dues of \$30/yr to help pay for rent and construction. Members are encouraged to join the historical society also, but membership is not required.

Scenery Clinic

As a fund raising event, the club conducted the first of several scenery clinics. A step by step demonstration by one of our members showed how to build scenery using crumpled newspaper, plaster cloth and plaster or light weight hydrocal for a base and add ground cover using water based paint and various pigments blended together with both fine and coarse turf added on top. Finally shrubbery, foliage, lichen and trees were added. Part of the demonstration showed a simple way to add a stone cliff using hydrocal, a

plastic knife and thinned paint. Most of the materials were made by Woodland Scenics and all but the lichen were produced here in the USA. The lichen grows naturally in Finland. All were donated by a local hobby shop.

Construction Progress

HO Scale: After taking some time off to visit other model railroads, the HO track gang has been hard at work installing roadbed and laying track and turnouts. The group has made significant progress and hopes to be up and running soon.

TT Scale: Work has been progressing on scenery as time permits. A new locomotive has been purchased, a 1200 horsepower switcher, and is being shipped in from Canada.

N Scale: Track work continues and plans are in the works to construct a lumber transfer facility at one end of the layout.

Public Relations

It certainly has been a long, cold winter, and I hope you have all managed to get through it. Cold weather did not stop people coming out to visit the train layout display at Shops @ the Bank in December, as well as the Santa Claus train visit to Meadville on December 15. In January the model railroaders attended a sold-out scenery session, sponsored by Tom's Train Terminal. Another session is planned for this spring, with the date posted here later.

The first Sunday of March was the Rainbow Gardens Train Show in Erie, and we did very well in sales. Among the items sold were the 2014 calendars, but I must remind you there are still some left. If you are a collector of old Erie RR photos, be sure and purchase the 2014, as well as some remaining 2013 calendars. We have exhausted the available pictures in the Ladner collection to continue the series. If you have a photo collection of the railroads of Meadville in recent years, such as late-Erie RR, Erie Lackawanna, Bessemer and Lake Erie, Conrail, New York and Lake Erie, Norfolk Southern and Western New York and

Pennsylvania, we can use them for our next calendar project. Hopefully we can collect enough entries to plan for more than a couple future calendars. Please let me know if you wish to contribute to the project.

Plans are moving on for hosting the ELHS 2015 Convention here again in Meadville. We have to get the 518 finished for the event, so start hoping for great weather this summer so to work on it.

-Dennis Mead



Pete Gifford Presenting at the Civil War Roundtable in May

History & Archives

The May Civil War Roundtable meeting at the First Presbyterian Church on Liberty Street in Meadville featured FCVRRHS member Pete Gifford, who spoke on the railroad beginnings in America (via England) and the impact of rail in developing trade in the northeast and on the outcome of the Civil War.



Special Events / Programs

The annual meeting of the Northwestern Pennsylvania Railroad & Tooling Heritage Center will be held at the Trolley Station in Cambridge Springs on Monday, June 9 at 7:00 pm (Refreshments at 6:30). Dave Doctor, President of the Cambridge Springs Historical Society, will speak on the history of the Trolley Station. The Station will also serve as venue for the June FCVRRHS meeting on June 19 at 6:30 pm. The FDVRRHS annual meeting will take place on Thursday, July 17 at Pomona Park. Members are asked to bring a dish to share.



Restoring the Trolley Station in Cambridge Springs

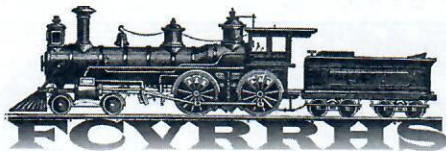
Property and Equipment

Stan Niwa is ready to weld pilot steps to the front of the 518 with John Snyder to assist with painting. Scott Royer is awaiting dry weather to spray paint the newly renewed sheet metal on the cab before the new glass is installed, according to Jack Sheets.

Jack and John are addressing the paint peeling of the caboose interior. The primer has released from the steel in numerous places.

No affordable quote has been received to move the donated boxcar from North East.

An estimate of \$250 has been submitted to repair the roof of the Combo car.



(continued from page 1)

Dean, then vice-president of the Pullman Company, had charge of nomenclature. One evening he had an inspiration. The public librarian of Chicago was a personal friend, and Mr. Dean got him to open the library, and, taking a corps of clerks there, they delved into ancient history, Greek and Roman. Within 24 hours there was a wholesale rechristening of Wagner cars. And that is how some names, such as APOLLO, HYPERION, IXION, NEREUS and VULCAN, which have caused comment for four decades, came to be applied to Pullman sleeping and parlor cars.

Some years before the railroads acquired the Pullman Company, a committee on nomenclature, composed of Pullman Company officers, adopted a system of names to indicate, without needing to consult the descriptive list of cars, the different types of accommodations. For example, the PARK and STAR cars were almost entirely of the 14-section type. A series of 12-section and 1-drawing room cars were named RED, such as RED BRUSH, RED DEER and RED LION. All car names preceded by MT. or MOUNTAIN at one time were observation cars containing 10 sections. Some of the lightweight cars with the prefix MOUNTAIN contained room accommodations and lounge facilities, such as MOUNT HOOD, a six-roomette, three-double bedroom, buffet-lounge car, or MOUNTAIN STREAM, a six-double bedroom bar-lounge car.

Systematic Naming

The CAMP and LAKE cars were almost entirely of one type - 10 sections, a drawing room and two compartments. A series of 10-section, two-drawing room cars were named POINTS, such as POINT ALEXANDER and POINT HOPE. This systematic naming system greatly facilitated the handling of Pullman cars for cleaning and repairs in railway yards and terminals and the "spotting" of cars for assignment to trains, as well as the making up of trains. It was also a convenience

in connection with the accounting work involved and the distribution of Pullman cars.

Since June 1947, when the Pullman Company was purchased jointly by 59 railroads, it has continued to service and operate the cars, but it has neither purchased nor built any new cars. As existing cars to be continued in service are rebuilt, they are renamed, usually with the names of trees as a prefix - ELM, OAK, ASH, LOCUST, and so on. The latest group of Pullmans to be overhauled and rebuilt are being given names commencing with FIR. Actually, since 1947, the Pullman Company has not named any cars. That now is the privilege of the individual railroads.

The names of new sleeping, parlor and club cars which are built for and owned by individual railroads do not conform to any general pattern, as each railroad adopts its own set of names, frequently based on the geography, history, scenery, products, or other characteristics of the territory it serves.

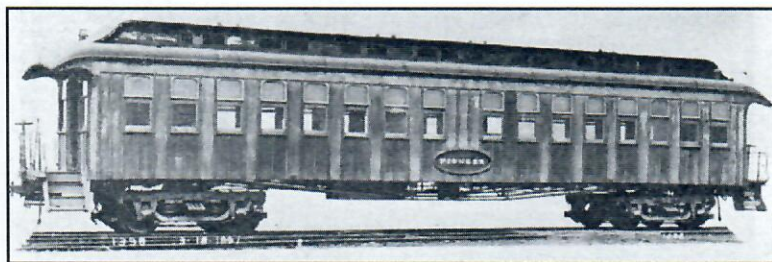
The number of sleeping cars needed at any given time depends largely on seasonal, geographical and other conditions. The demand fluctuates constantly. Thus the railroads, in addition to their individual ownership of cars, have found it practicable, efficient and economical to share in a central Pullman pool, and this has been reflected in uniform standards of comfort and convenience for the traveling public.

Erie's 2 Series

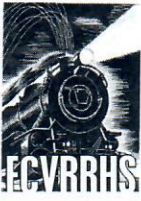
Two groups of Pullman cars on the Erie Railroad are referred to as the president series and American series.

The president series, actually named after Erie's historic figures as well as its presidents, are our newest and most modern cars. They were purchased in 1949 and are comparable to the latest type of car in use today. The cars in the American series which includes the American Unity, American Way, American Life and American Liberty, were also named by the Erie. This series is a few years older than the president series, the cars having been purchased in the early 1940s. Each car in the president series has 10 roomettes and six double bedrooms. Each car in the American series has six sections, six roomettes and four double bedrooms. As was pointed out earlier these cars are all owned by the Erie, which, in addition, owns some cars in the Pullman pool. Any railroad can rent cars, including the Erie cars, from this pool. The pool was created so that cars would be available for any railroad in case of emergency or for special trains.

The Pullman Company operates all Pullman cars, the cars owned and retained by the Erie and other railroads as well as those in the pool. The Pullman Company also furnishes personnel for operation of all these cars, conductors and porters, for example. The cars are built by the Pullman Standard Car Manufacturing Company which is an entirely separate organization. This company builds the cars for the railroads and the railroads have the privilege of naming the cars as they are built.



One of the Erie Railroad's President Series of Pullman cars.



French Creek Valley
Railroad Historical Society
P.O. Box 632
Meadville, PA 16335

Alco S2 #518



Program & Events Schedule Spring-Summer 2014

Weekends to Memorial Day (Tue-Sun 1-5 pm)

Greenville Railroad Park & Museum
B&LE O-Scale Layout Display
Greenville, PA

Saturday, April 19

Fireland's Society of Model Railroaders Train Show
750 North Home Road • Mansfield, OH

Admission: \$5

Saturday, April 26 (Registration 8am)

Pittsburgh Model Railroad Jamboree
Sewall Center • Robert Morris College

NMRA Members \$22

(Non-members \$32 w/ 6-month Free membership)

Saturday, May 3 (10am - 3pm)

Train Collectors Assn. Great Lakes Division Train Show
UAW Hall • 5615 Chevrolet Blvd. • Parma, OH

Admission: \$6 (\$8 Family, Children free)

Saturday, May 10 (10am - ?)

Jamestown, NY National Train Day
211-217 West 2nd Street

Open House @ EL Depot, Train Show & appearances
by Ken Springirth & Chautauqua Lake Car Club

Saturday, May 24

Thomas the Tank Engine, running on the
Cuyahoga Valley Scenic RR, Ohio

Saturday - Sunday, June 28 - 29

OC & T Train Show • Titusville, PA

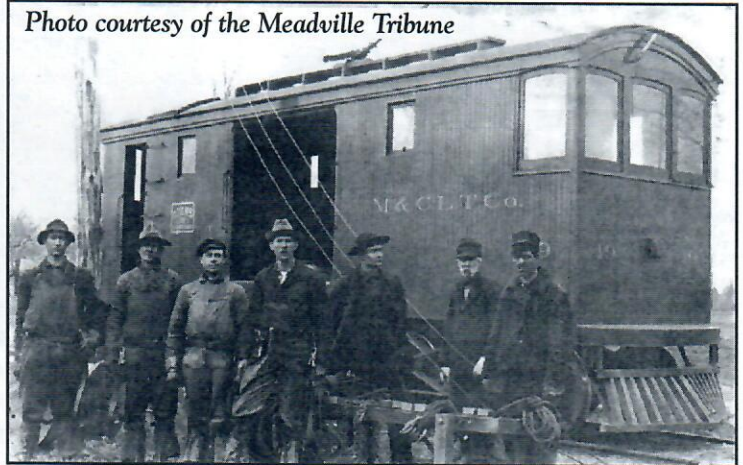
Wednesday - Sunday, July 16 - 20

Cleveland National Train Show

Saturday, August 9

Speeder Run @ OC & T • Titusville, PA

Photo courtesy of the Meadville Tribune



On the back of this photo is written "Northwest Railway crew 1909,
C.L. Hayes photo."

TOM'S TRAIN TERMINAL

Model Railroad Headquarters

O, HO, TT, N and Z Scales

Lionel Value Added Dealer

Shops@thebank

940 Park Avenue, Meadville, PA

(814) 853-2942

HOURS: Wed. - Fri. 10:00am - 4:30pm
Saturday 10:00am - 4:00pm

(Meter Feeder Participant)