

CENTRAL ELECTRIC  
RAILFANS' ASSOCIATION

INSPECTION TRIP NO. 106

All times are subject to  
change as necessitated by  
circumstances enroute.

Friday, June 21 - 10:15 PM  
CDT: Leave Chicago via  
B&O #8.

Saturday, June 22 - 9:17  
AM EDT: Arrive P & L E  
station, Pittsburgh.

9:30 AM: Saturday morn-  
ing trolley trip starts  
from inbound car stop at  
P&LE station.

1:10-2:30 PM: Check in at  
Penn-Sheraton Hotel.

2:30 PM: Saturday after-  
noon trip starts via bus  
from William Penn Place  
side of Penn-Sheraton.

7:45 PM: Saturday evening  
trolley trip starts from  
Smithfield St. at 6th  
Avenue. (Extra fare.)

Sunday, June 23 - 9:30 AM:  
Sunday morning trolley  
trip starts southbound  
on Grant St. at 6th Av.

2:00-3:15 PM: Check out  
at Penn-Sheraton.

3:15 PM: Sunday afternoon  
trolley trip starts on  
6th Av. at Grant St.

7:10 PM: End of trolley  
trip at P&LE station.

10:05 PM EDT: Leave P&LE  
station, Pittsburgh, for  
Chicago via B&O #9.

Monday, June 24 - 7:40 AM  
CDT: Train scheduled to  
arrive in Chicago.

## PITTSBURGH PCC CARS

Car M11, originally car 100 (St. Louis, 1936). Now used as instruction car.

Cars 1000-1099 (St. Louis, 1936-37). All scrapped.

Cars 1100-1199 (St. Louis, 1937). All scrapped except car 1138, now at the Arden museum.

Cars 1200-1299 (St. Louis, 1939-40). 64 cars in service; 1 car converted to car M1276; 1 car wrecked; 31 cars retired but still on the property at the beginning of 1963; 3 cars scrapped.

Car M1276, originally car 1276 (St. Louis, 1940). Now used as snow plow.

Cars 1400-1499 (St. Louis, 1941-42). 98 cars in service; 2 wrecked.

Cars 1500-1564 (St. Louis, 1943-44). 64 cars in service; 1 wrecked.

Cars 1600-1699 (St. Louis, 1944-45). 94 cars in service; 2 wrecked; 4 scrapped. Cars 1613-1619 and 1644 - 1647 are equipped for interurban service.

Cars 1700-1799 (St. Louis, 1947-48). 98 cars in service; 2 scrapped.

Cars 1700 and 1702-1724 are equipped for interurban service.

## S A F E T Y   R U L E S

Alight from cars only after they have stopped.

Board promptly at the end of photo stops to permit keeping on schedule.

Caution and common sense should be used around shops and yards. Look out for grease, open pits, moving cars, and electrical equipment.

Don't step on the rail — always over it.

Electric trolley wires and equipment on cars should always be regarded as HOT.

Fine photo stops have been spoiled by the fellow in front. Don't spoil your neighbor's picture opportunities.

Good railroad men always expect any car to move in either direction on any track at any time.

Highways and streets at photo stops are traveled by motorists not expecting railfan activity. Stand in a safe position.

It's wise to allow at least ten feet in front of or behind any standing rail cars when crossing the track.

## R O U T E S

### NORTH SIDE DISTRICT:

- 6 - Brighton Road
- 8 - Perrysville Avenue
- 10 - West View
- 11 - East Street\*
- 13 - Emsworth
- 14 - Avalon\*
- 15 - Bellevue-West View
- 21 - Fineview
- 22 - Crosstown

### INTERURBAN ROUTES:

- 35 - Library
- 36 - Drake

### SOUTH HILLS DISTRICT:

- 37 - Castle Shannon\*
- 38A- Mt. Lebanon - Castle Shannon\*
- 39 - Brookline
- 40 - Mt. Washington
- 42/38 - Dormont-Mt. Lebanon
- 43 - Neeld Avenue\*
- 44 - Knoxville - Pennsylvania RR Station
- 47 - Carrick via Tunnel\*
- 48 - Arlington
- 49 - Beltzhoover
- 50 - Carson Street
- 53 - Carrick

### EAST END DISTRICT:

- 55 - East Pittsburgh
- 56 - McKeesport
- 56A- Lincoln Place\*
- 57 - Glenwood\*
- 58 - Greenfield
- 64 - Wilkinsburg-East Pittsburgh



## R O U T E S

### EAST END (Continued):

- 65 - Munhall-Lincoln Place
- 66 - Wilkinsburg\*
- 67 - Swissvale - Rankin -  
Braddock
- 71 - Negley-Highland
- 73 - Highland
- 75 - East Liberty - Wilk-  
insburg
- 76 - Hamilton-Jane Street
- 77/54 - Carrick-North Side  
via Bloomfield
- 82 - Lincoln
- 85 - Bedford
- 87 - Ardmore
- 88 - Frankstown
- 98 - Glassport

\*indicates part time service, generally a rush-hour only cutback route not shown on the maps in this folder.

The Railways Company has announced plans to discontinue rail service within about a year on routes 47, 50, 53, 55, 56, 56-A, 57, 58, 65, 77/54, and 98.

## PRINCIPAL B&O STATIONS

Chicago (Grand Central)  
63rd St., Chicago  
South Chicago, Ill.  
Gary, Ind.  
Walkerton  
La Paz  
Bremen  
Nappanee  
Syracuse  
Albion  
Garrett  
Auburn, Ind.  
Hicksville, Ohio  
Defiance  
Deshler  
North Baltimore  
Fostoria  
Tiffin  
Willard  
Rittman  
Barberton  
Akron  
Kent  
Ravenna  
Youngstown, Ohio  
New Castle, Pa.  
Wampum  
Pittsburgh (P&LE Station)

## SATURDAY MORNING TRIP

We start by boarding the car inbound at P&LE RR station and immediately cross the Smithfield St. bridge to downtown Pittsburgh. At 4th Street we will switch onto outbound Rt. 53 - Carrick, which leaves downtown on 2nd Av. and shortly crosses to the south side of the Monongahela River. After a few blocks' running on E. Carson St., we turn south (following Rt. 53), pass under a railroad viaduct, and abruptly start a tortuous ascent which takes us 360 feet up into the South Hills. Arlington Avenue marks the crossing of Rt. 48 and the point where rush-hour cars of Rt. 47-Carrick via Tunnel join the tracks we are following, then a few blocks later we pass a corner of the outer loop of Rt. 44-Knoxville. From this point to Brentwood loop, we follow the heavy motor traffic of Brownsville Road. This is one of the car lines that is to be replaced by buses in the near future.

Brentwood loop has two long tracks to handle all the cars of Rt. 53 and of roundabout Rt. 77 / 54, which connects this point with the North Side via

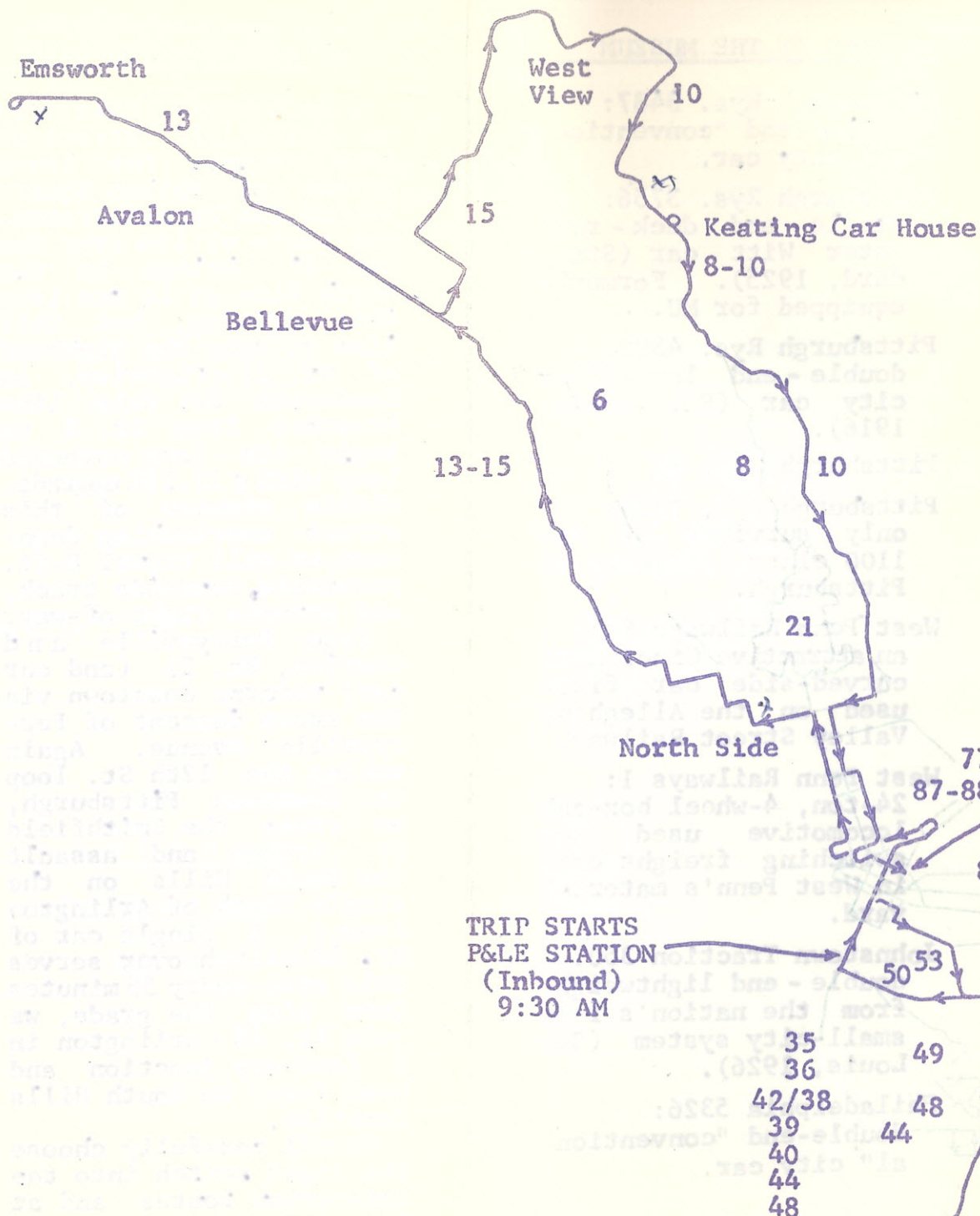
## SATURDAY MORNING (Cont'd)

the Oakland district east of downtown. We retrace our outbound route to Carson Street, then follow Rt. 50-Carson downtown via Smithfield St. again. This time our car makes the 12th St. loop of Rt. 44-Knoxville and then recrosses the central area to pick up the long Rt. 13 - Emsworth to the North Side, or former Allegheny City region. The line generally parallels the Ohio River about  $\frac{1}{2}$  mile inland, crossing several high bridges over small tributary streams.

From Emsworth loop we backtrack to Bellevue, then switch onto outbound Rt. 15-Bellevue. At West View Park, one of the last trolley-served amusement parks, cars continue onward as Rt. 10 inbound trips to Pittsburgh.

Keating car house will be the location of a 15-minute photo stop. About a mile beyond Keating, Rt. 8 - Perrysville takes the tracks to the right to approach Pittsburgh over the hills, while we follow Rt. 10 through a valley. Crossing the Allegheny River on the 9th St. bridge to downtown, our car soon leaves us at the Penn-Sheraton for check-in.





SATURDAY  
MORNING  
TRIP

## SATURDAY AFTERNOON TRIP

Our Pittsburgh Railways bus will start from the William Penn Place entrance of the Penn-Sheraton at 2:30 PM. The route to be followed to the Arden trolley museum will take us along the Monongahela River toward the redeveloped Golden Triangle, then across the Fort Pitt bridge and via tunnel under Duquesne Heights and below the Rt. 40-Mt. Washington trolley line. Our route generally parallels the Rt. 42/38-Dormont-Mt. Lebanon trolley line but stays west of it.

Following US 19, we will pass near the present end of the former Washington-Interurban route at Drake loop. The former right-of-way of the line is, in fact, directly parallel to our highway for some distance beyond Drake. The museum occupies a portion of this right-of-way near its former terminus in Washington, Pa.

At Arden we will see the nine cars of the Pittsburgh Electric Railway Museum during a 1½-hour layover before we return to the Penn-Sheraton over our outbound route.

## CARS AT THE MUSEUM

Pittsburgh Rys. 3487:  
double-end "conventional" city car.

Pittsburgh Rys. 3756:  
single - end deck - roof  
Peter Witt car (Standard, 1925). Formerly  
equipped for MU.

Pittsburgh Rys. 4398:  
double - end low - floor  
city car (St. Louis,  
1916).

Pittsburgh Rys. M1

Pittsburgh Rys. 1138:  
only survivor of the  
1100 class PCC cars of  
Pittsburgh.

West Penn Railways 832:  
an attractive Cincinnati  
curved-side car first  
used on the Allegheny  
Valley Street Railway.

West Penn Railways 1:  
24-ton, 4-wheel box-cab  
locomotive used for  
switching freight cars  
in West Penn's material  
yard.

Johnstown Traction 350:  
double - end lightweight  
from the nation's last  
small-city system (St.  
Louis, 1926).

Philadelphia 5326:  
double-end "conventional"  
city car.



## SATURDAY EVENING TRIP

Please board this trip on Smithfield Street at 6th Avenue, the lower corner of Mellon Square behind the Penn-Sheraton. Our route will be over the 6th St. bridge to the North Side as it was late this morning, but this time we take the highroad of Rt. 21 - Fineview. At Henderson St. this line branches from Rt. 8 to begin its long outbound loop with a 12.16% upgrade. Within minutes of this street overlooking downtown, we will travel 8-ft. pavements, roadside track, and private right-of-way.

From Perrysville and Charles, Rt. 21 (and our car) returns downtown via the steep descent of Perrysville Avenue. Again making the 12th St. loop in downtown Pittsburgh, we cross the Smithfield St. bridge and assault the South Hills on the single track of Arlington Avenue. A single car of Rt. 49-Beltzhoover serves this area every 55 minutes. Once atop the grade, we join Rt. 48 - Arlington in a four-way junction and head down to South Hills Junction.

We will carefully choose the right switch into the interurban routes and at Boggs stop enter the first



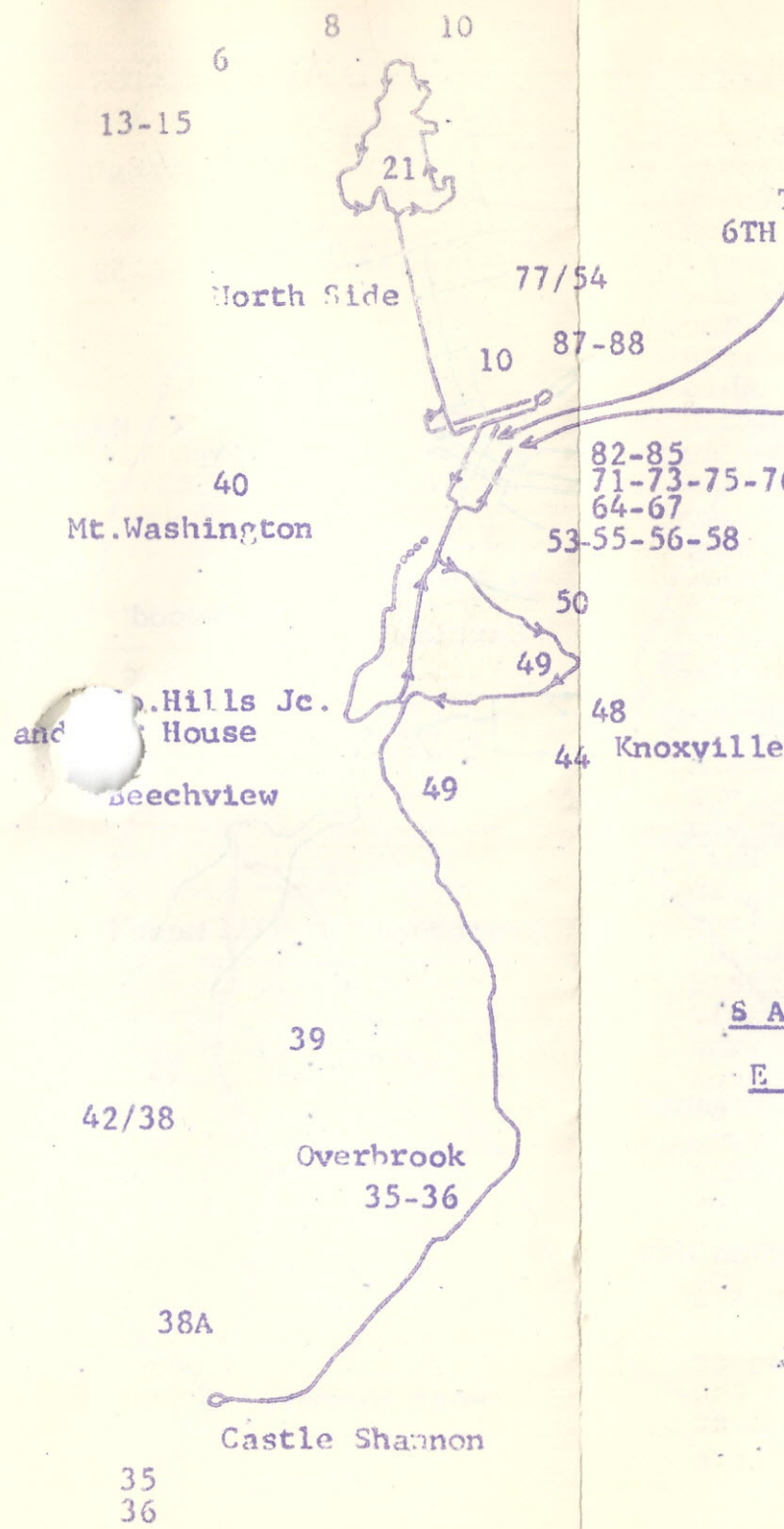
## SATURDAY EVENING (Cont'd)

of five short stretches of single track. The hilly shelf on which the line runs allows no further relief for this rush-hour bottleneck. Both single and double track on the interurban routes are protected by track circuit block signals--note the yellow light which flashes on as we approach each piece of single track to indicate that our move is protected to the next turnout. Tonight our car will go only as far as Castle Shannon loop, end point for many rush-hour trippers, before returning to South Hills Junction.

Leaving the junction on this leg of our trip, we take Rt. 40-Mt. Washington up the back side of the mount. A round trip on the Monongahela Inclined Plane Company has been arranged, during which our trolley will loop and pick us up on the return.

The incline was built in 1870 and electrified 1935. In 640 feet it descends 370 feet at an angle of 38 degrees.

From the top station of the incline, please board the trolley for return via South Hills Junction and tunnel to the Penn-Sheraton about 10:45 PM.



6 8 10  
13-15



North Side

77/54

10 87-88

TRIP STARTS  
6TH & SMITHFIELD  
7:45 PM

TRIP ENDS  
PENH-SHERATON  
10:45 PM

40  
Mt. Washington

82-85  
71-73-75-76  
64-67

53-55-56-58

50

49

and P. Hills Jc.  
House  
Beechview

48

44 Knoxville

49

39

42/38

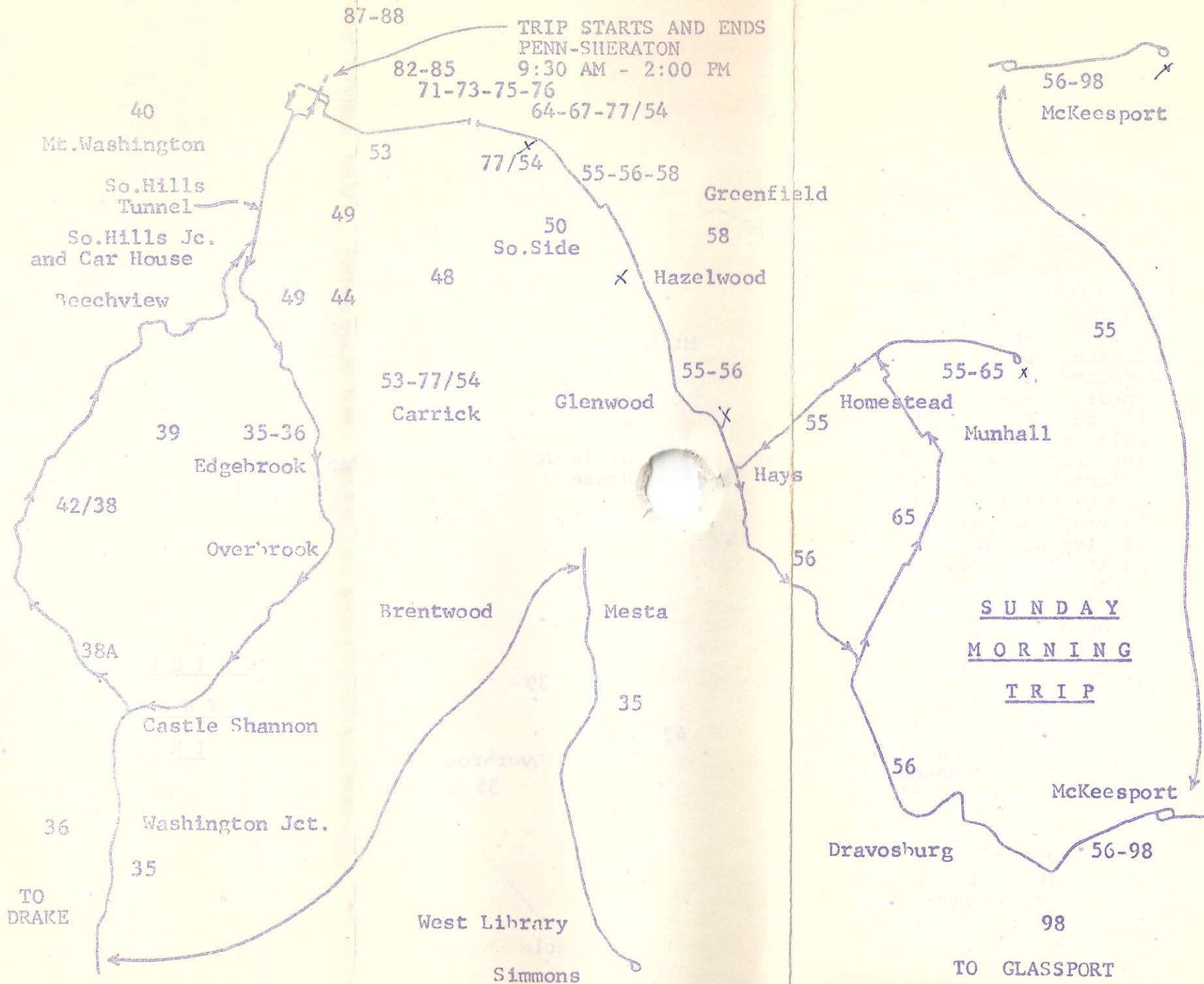
Overbrook  
35-36

38A

Castle Shannon

35  
36

SATURDAY  
EVENING  
TRIP





## SUNDAY MORNING TRIP

Our car starts south-bound on Grant St. from the Penn-Sheraton. At 4th Av. we switch onto Rt. 56, which we will follow all the way to McKeesport. From downtown the line runs along the 2nd Avenue "speedway" between river and hillside, sharing the street with Rt. 55-East Pittsburgh and Rt. 58-Greenfield. All 2nd Av. routes are to be converted to permit state highway improvements.

Glenwood material yard is site of a former car house and terminal of a few rush-hour Rt. 57 trips. Soon we enter the ancient Glenwood bridge, then continue ahead as Rt. 55 forks off to parallel the Monongahela River.

We follow the wooded roadside through a valley but suddenly emerge upgrade through the trees to join Rt. 65 - Lincoln Place, which immediately terminates at Muldowney loop. Private right-of-way then takes us through Buttermilk Hollow and another wooded area before we emerge onto approaches of the Dravosburg bridge, newest major highway job which allotted space to trolleys. Once across the bridge, we join Rt.



## SUNDAY MORNING (Cont'd)

98, the Glassport-McKeesport shuttle, which is to be abandoned without replacement by Pittsburgh Railways. Soon crossing the Youghiogheny River to run through the business section of McKeesport, we will loop at Pirl Street and return over the outbound route. McKeesport once had several other PRC lines and some local and interurban service of the West Penn Railways.

At Lincoln Place our route is diverted to follow Rt. 65 over the single track (with numerous turn-outs) which characterizes that line's street running. In Homestead we join outbound Rt. 55 as far as Munhall loop, where our car turns back toward Pittsburgh. On the return we will again traverse the Glenwood bridge and the 2nd Avenue "throat."

At Forbes & Wood in downtown Pittsburgh we pick up the routing of the interurban lines. We first operate to South Hills yard for a picture stop. Palm Garden loop, at the lower end of the yard and alongside the Dormont main line, adjoins the usual resting place of Pittsburgh Railways' old-fashioned work cars.

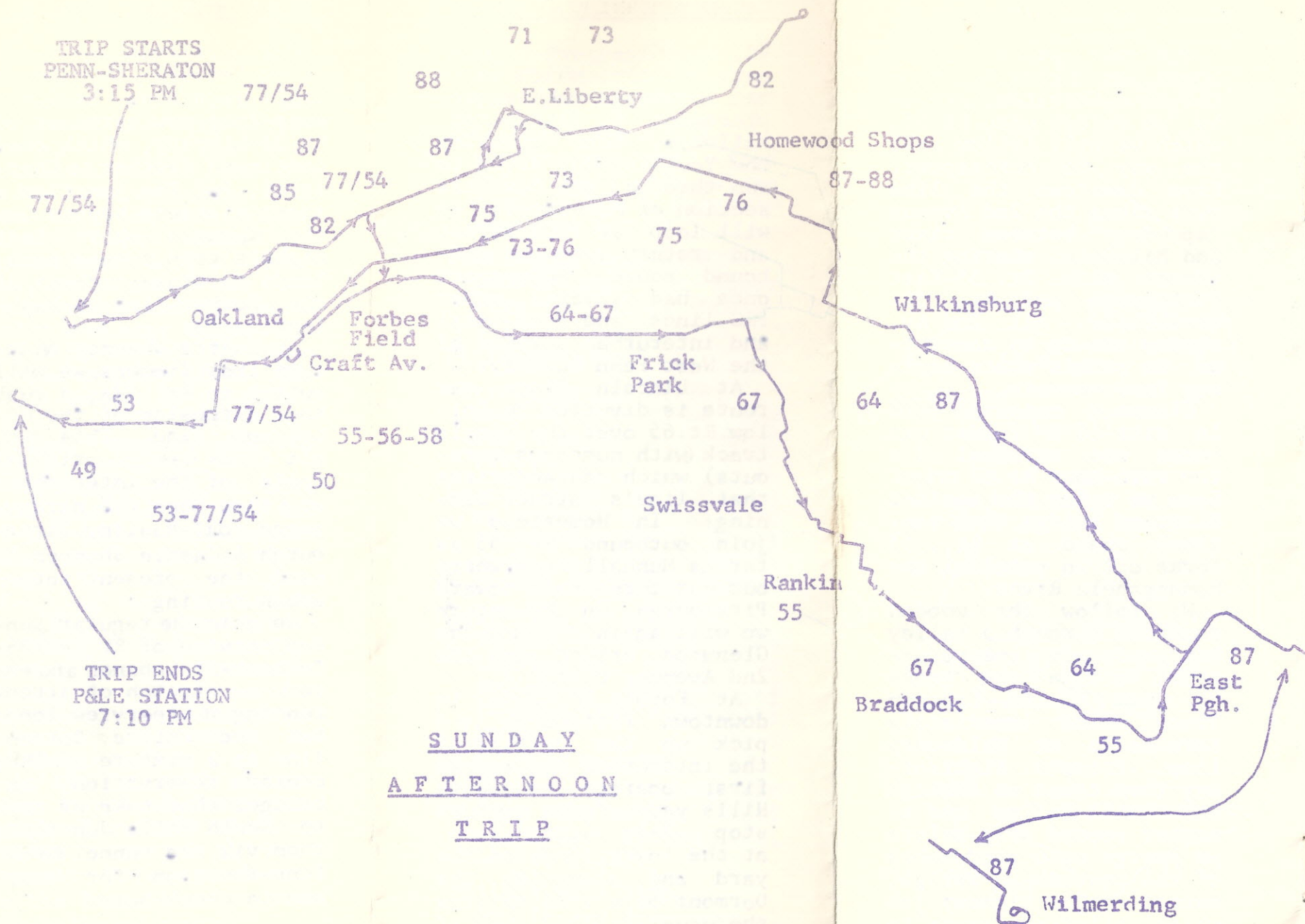
## SUNDAY MORNING (Cont'd)

Our destination today after leaving the South Hills yard area is Simmons loop, now terminus of Rt. 35-Library, which once continued farther to Charleroi, Pa. The junction a short distance beyond Castle Shannon, where last night's trip turned back, leads to Drake, cutback of the former line to Washington, Pa.

At Castle Shannon on return from Simmons, we will switch to Rt. 38A, a rush hour extension of the Mt. Lebanon line. This single track was the original route of the interurbans at a time when the narrow-gauge, coal-hauling Pittsburgh & Castle Shannon RR used the present inter-urban routing.

We join the regular Sunday service of Rt. 42/38-Dormont-Mt. Lebanon and enter a stretch of street running at Clearview loop. But the entire Dormont line is a mixture of PRW, center reservation, and bridges that take us back to South Hills Junction, then via the tunnel to the Penn-Sheraton for lunch and to check out.

TRIP STARTS  
PENN-SHERATON  
3:15 PM



SUNDAY  
AFTERNOON  
TRIP



## SUNDAY AFTERNOON TRIP

The car starts eastbound on 6th Av. at Grant St. and first makes a trip on the Rt. 82 - Lincoln line. On the edge of downtown we pass the circular Civic Auditorium on streetcar tracks relocated as part of the land clearance job. At first, the route is in an old business area, but we soon climb into the Schenley Heights district. Beyond Craig St. the line is shared with Rts. 77/54-Carrick-No. Side, 71-Negley, and 87-Ardmore along various stretches. With the regular Rt. 82 cars, we make a diversion from the direct route to pass through the East Liberty shopping district on Penn Avenue.

From East Liberty we head up into the Penn Hills to the Rt. 82 terminus at Lincoln loop, near the northeast city limits of Pittsburgh. We return via the same streets except for a different diversion through East Liberty. At Craig St. we follow roundabout Rt. 77/54 toward Carrick as far as the Craft Av. carhouse, where a 15-minute visit is scheduled.

We loop behind the Craft Av. administration building and return outbound on the Forbes Av. trackage of Rts. 64 and 67. Enroute we



## SUNDAY AFTERNOON (Cont'd)

pass the University of Pittsburgh's 42-story Cathedral of Learning on the left, then Carnegie Institute of Technology on the right. A scenic run through Frick Park brings us to the junction where Rt. 64-Wilkinsburg-East Pittsburgh continues ahead, but we follow Rt. 67-Braddock to the right. After a number of turns we arrive at Rankin Jct., probably the only street-car "cloverleaf" anywhere, and continue via Rt. 55-East Pittsburgh which has joined us by circling the cloverleaf. Through the borough of Braddock we use the main street; Rt. 64 runs a few blocks and a hundred feet above us on the left; Rt. 67 proceeds to its outer loop along Talbot Av., two blocks to our right, and in between is the B&O's line, which includes RDC suburban service to McKeesport.

After passing the Edgar Thompson works of U.S. Steel, our line swings to the roadside for a short stretch alongside a P R R embankment, then squeezes down to single track to pass through a floodgate which can be closed across Turtle Creek valley to protect the E.

## SUNDAY AFTERNOON (Cont'd)

Pittsburgh industries from flood conditions along the Monongahela River.

As we pass through East Pittsburgh we parallel the various Westinghouse plants for  $2\frac{1}{2}$  miles. As an example of narrow street conditions, note at one point the parking meters along the building line so that cars can park partly on the sidewalk and leave room for trolleys! Near the outer terminal, we swing across Turtle Creek to make the Wilmerding loop of Rt. 87 and retrace our outbound route to East Pittsburgh.

From here, we will take the direct line to Wilkinsburg, following Rt. 87 in the center reservation of Ardmore Blvd. Note the trolley - operated block signals on double track here, a reminder of the days when "conventional" cars without rail brakes used these grades. From Wilkinsburg we follow the street running of Rt. 76 - Hamilton - Jane nearly to Craft car house, divert to pass the car house again, and then cross to Carson St. on the south side of the Monongahela River for our return to the P&LE station about 7:10 PM.



Due to lack of time, our chartered cars have been unable to cover several interesting routes of Pittsburgh Railways. Most of these are, however, located in the South Hills district and one or two could be ridden in regular service before departure of the B&O connection for Chicago at 10:05 PM, Eastern Daylight Time. An outline of several follows:

Rt. 36-Drake: Same route as 35-Library to Washington Junction, then operates 9 minutes further on single track to Drake loop. Cutback of the Washington interurban line. Sunday evening service is hourly with a round trip time of 1½ hours from downtown Pittsburgh. Cars operate south on Wood Street and pass P&LE station and South Hills Junction.

Rt. 39-Brookline: Formerly a branch of Rt.38-Mt. Lebanon, part of which was abandoned early in 1963. Now leaves other lines just south of South Hills Junction and operates on busy West Liberty Avenue (US 19) and along residential Brookline Blvd. with half a mile of open track at the extreme outer end. Hourly service; round trip time about one hour. Operates south on Grant Street and passes P&LE station and South Hills Junction.

Rt. 40 - Mt. Washington: The portion not covered on the Saturday evening trip runs along Grandview Avenue overlooking downtown Pittsburgh and the Golden Triangle. Hourly service; round trip time is one hour. Operates south on Grant Street and passes P&LE station and South Hills Junction.

Rt. 44-Knoxville: Has some hilly running in narrow (two-lane!) residential streets in the Knoxville area. Shares trackage below South Hills Junction with Rts. 48 and 49. Sunday evening service every 25 minutes; round trip time about 50 minutes. South on Wood Street and passes P&LE station and South Hills Junction.

Rt. 48-Arlington: Runs along hilltops to the east from South Hills Junction, intersecting Rt. 49 and Rts. 53 and 77/54. Next car line above Carson Street. Headway is 50 minutes and a round trip is made in that time. Operates south on Grant Street and passes P&LE station and South Hills Junction.

Rt. 49-Beltzhoover: The last several blocks at the outer end of this line were not covered by the chartered cars. These involve single track with turnouts. The one car makes a round trip every 55 minutes, going south on Wood Street and passing P&LE station but not South Hills Jct.

Rt. 50 - Carson Street: We covered all of this route except the outer half mile in charter service. That portion runs alongside the steel mills to a loop and "Park-and-Ride" lot at South 30th Street. Headway is 25 minutes; round trip time about 50 minutes. Operates south on Wood Street, passing the P&LE station but not South Hills Junction.

Riders should remember that the Carrick routes, 53 and 77/54, do not return to the P&LE station. Obtain schedule information and Sunday passes from the cashier at South Hills Junction.

RGB: 6/16/63