

Passenger Trains of the Lehigh Valley Diamonds in the Rough

by Elbert Simon

1st Quarter 2017
Volume 41. No. 1

[Return to Table of Contents](#)

Lehigh Valley Railroad



SCHEDULE OF TRAINS
Between
New York Philadelphia
and
Wilkes-Barre Ithaca

Reading, Pottsville, and

1st Quarter 2017
Volume 41. No. 1

[Return to Table of Contents](#)

◊ The Route of ◊ The Black Diamond

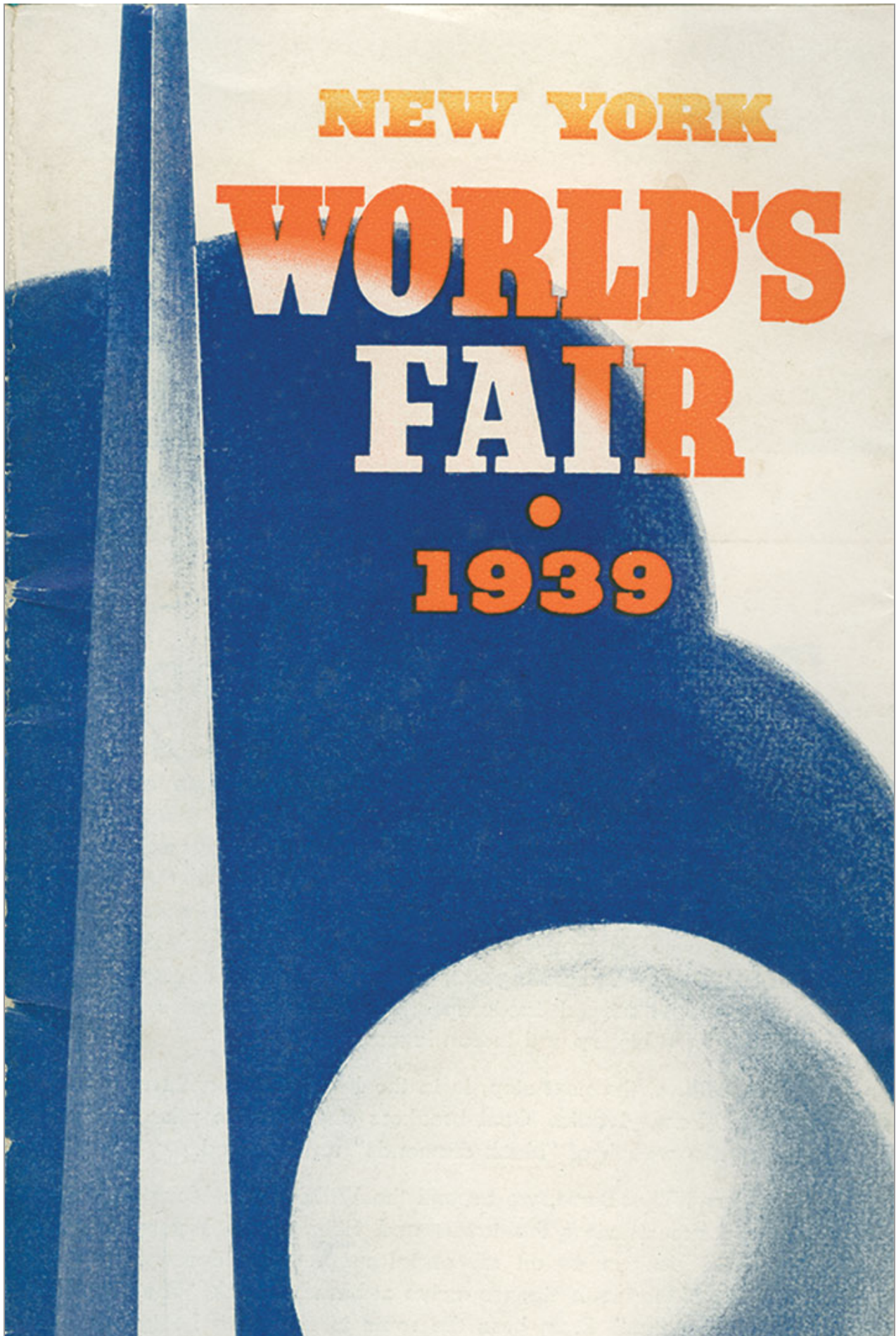
SEPTEMBER 28, 1947



Back-to-back Alco PAs have ushered Lehigh Valley's eastbound Black Diamond into Wilkes-Barre, Pa., on a June afternoon in 1959 at the end of the last decade of LV passenger service. Well-dressed passengers await the go-ahead to board for points east, all the way into New York's Pennsylvania Station. We wonder if the two kids at the front of the line still recall this moment of the start of their train ride adventure. John Endler Jr., anthracite railroads historical society collection



Some 30 years prior to the time the above photo was recorded, we see a heavyweight, steam-era Black Diamond pausing at Sayre, Pa., during its westbound journey between New York City and Buffalo in 1929. A parlor solarium observation car sports a drumhead for both the railroad and the train's name. Richard Palmer collection



1st Quarter 2017
Volume 41. No. 1

[Return to Table of Contents](#)



T R A V E L · B Y · T R A I N

Lehigh Valley Railroad

• *The Route of The Black Diamond* •

The Art Deco imagery assumed by LV passenger trains during the 1930s fit right in with the futuristic theming of the 1939 New York World's Fair, held out on Long Island. Fair-bound LV patrons could make an easy transfer to Long Island Rail Road trains to the fair site. David Monte verde collection

More than 55 years have passed since the Lehigh Valley Railroad abandoned its last passenger trains. At the time—1961—it was one of the largest railroads to do so and followed the Maine Central and Bangor & Aroostook in discontinuing what had been a mature service offering sleeping and dining service along with basic coaches. Let's take a ride back in time to see the "Route of the Black Diamond" when it was a passenger carrier.

The Lehigh Valley was built to haul coal, mostly anthracite (hard coal) from the Pennsylvania fields to Eastern markets and the Great Lakes region. And, while later managements cultivated bridge-line traffic, the decline of the

IN EFFECT MAY 14, 1899.
(SUBJECT TO CHANGE.)
REVISED TO JULY 9, 1899.

Passenger Dept. New York.

LEHIGH VALLEY



RAILROAD SYSTEM



NIAGARA
FALLS.

CONDENSED
TIME TABLE
OF THROUGH
TRAIN SERVICE
AND CONNECTIONS
BETWEEN

NEW YORK

NIAGARA FALLS AND CHICAGO

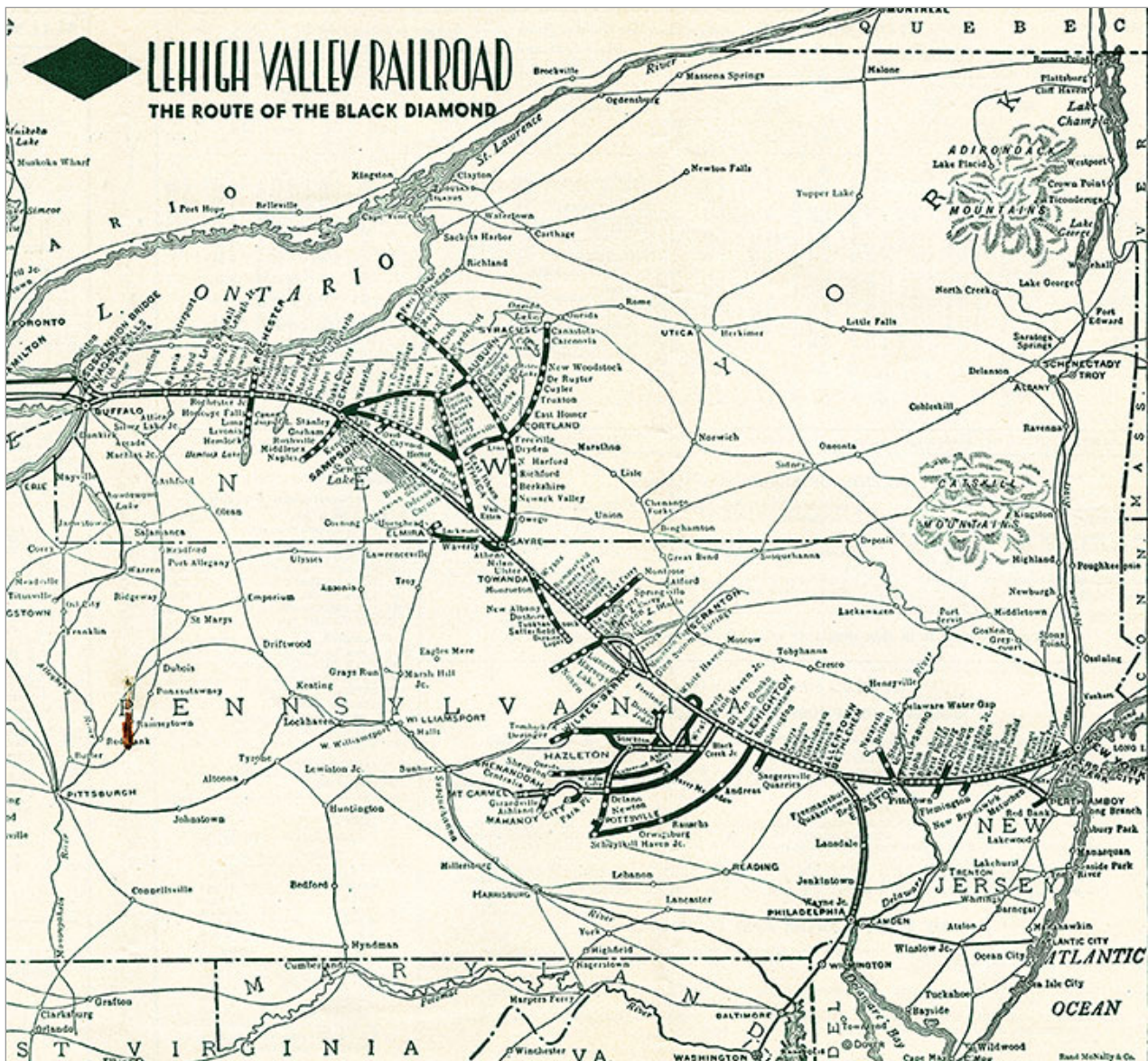


HENRY H. KINGSTON,
General Traffic Manager,

CHAS. S. LEE,
General Passenger Agent,

26 CORTLANDT ST., NEW YORK.

The cover of a LV timetable issued on May 14, 1899, featured engravings of Niagara Falls and the Lehigh Coal & Navigation Canal at Mauch Chunk, Pa. david monte verde collection



An LV system map from a 1951 public timetable. The cluster of branches at the lower end of the railroad served numerous coal mines. Mike Schafer collection

Since the railroad was built to service freight, and one commodity at that, its network tended to avoid many of the larger cities while connecting with major traffic centers end to end in New York City, Buffalo, and (via the Reading Company) Philadelphia. The passenger service that developed linked on-line cities with each other and with those end points for connections with other

Toronto, there were faster, more comfortable trains operated to major cities by competitors like the Delaware, Lackawanna & Western and New York Central.

The Valley's network of passenger trains on the eve of World War II started in New York City's grand Pennsylvania Station, to which the railroad had also been granted access by the United States Railroad Administration in 1918. The same had been granted to the Baltimore & Ohio that same year, but the Pennsylvania Railroad had considered the B&O a greater competitive threat and evicted that railroad in 1926.

Originally, power was changed from third-rail electric to steam at PRR's Manhattan Transfer at Harrison, N.J., between the Hudson River tunnels and today's Newark Penn Station. At the crossing of the Valley and Pennsy lines west of downtown Newark, a connecting track at Newark Junction (today, Hunter Tower) brought Valley trains up to its line for the ride west. With PRR's introduction of AC overhead electrification westward from New York in the 1930s, including the connecting track, power could be changed at Newark Junction instead of Manhattan Transfer. Moreover, the construction of the Pennsy's new Newark station in 1935 eclipsed the Valley's own station and provided a first-class gateway to this important market. (Limited LV service to Jersey City would remain for more than a decade, but most passengers undoubtedly elected to take the Hudson Tubes—the Hudson & Manhattan subway system—from Newark).



Dubbed by the railroad as “The Handsomest Train in the World,” the Black Diamond Express is shown at Ithaca, N.Y., on May 15, 1896, during its publicity trip over the system. It would begin regular service on May 18. The freshly varnished cars built by Pullman sported immaculate gold pin-striping and lettering. Note the unusual baggage-cafe car, which featured a library and smoking room for men only; dining facilities and the kitchen were to the rear of the car. The second and third cars were coaches, which also featured smoking rooms, and were finished in mahogany. The open-platform parlor-observation car concluded the consist. Richard Palmer collection



The westbound Black Diamond Express is on its way out of Pittston, Pa., which was near the location of a major LV yard and engine terminal known as Coxtan. The train has just passed L&B Junction and crossed the Lackawanna River in this 1907 scene. Richard Palmer collection

Westward across New Jersey, the LV made suburban stops at South Plainfield

and Elizabeth. The Train's Consist: 1. 4-wheel 12' 1.4-wheel 4-wheel 4-wheel

on the Delaware River and the New Jersey/Pennsylvania state line. The important industrial centers of Bethlehem and Allentown, Pa., followed (Bethlehem also housed many of the Valley's headquarters staff).

Now, it was up the Lehigh River into the mountains, with the competing Jersey Central on the opposite bank, until the railroad ran out of river at White Haven, Pa. Helpers were sometimes needed over the top of the Pocono Mountains and down into the Wyoming Valley at Wilkes-Barre, Pa.

I should note that Lehigh, Pa., in the Lehigh Valley, was the important connecting point for Hazleton, Pa., deep in the Anthracite Region. This had been rail motorcar territory, with through coaches to New York and Philadelphia, but new Budd-built Rail Diesel Cars (RDCs) in 1951 eliminated all that.

THE *New*
**BLACK
DIAMOND**

A Thoroughly Modern
Train designed especially
for the complete enjoyment
of your trip through The
Switzerland of America

1st Quarter 2017
Volume 41. No. 1

[Return to Table of Contents](#)



A 1940 brochure for the new, all-steel Black Diamond. The “Express” had been dropped from the name. David Monte verde collection


LV passengers ultimately bound for Scranton could connect with Laurel Line electric interurban trains at Wilkes-Barre and be at Scranton in less than 40 minutes—and vice versa. Meanwhile, the Valley once again followed a river-level route, up the east branch of the Susquehanna, passing into the State of New York at Waverly just north of the LV shops town of Sayre, Pa. The important college town of Ithaca (Cornell University and Ithaca College) was avoided by most freights that took a more direct low-grade route to Geneva, where the two routes rejoined and nearby Sampson Air Force Base served as an Air Force basic training facility during the Korean War.

Lehigh Valley Service

*Travel in a
Sun Room*



on
The
BLACK DIAMOND



1st Quarter 2017
Volume 41. No. 1

[Return to Table of Contents](#)

Lehigh Valley Railroad

The Route of The Black Diamond

1924

The Valley went all out touting its Black Diamond in this lavish 1924 brochure featuring an illustrated cover and colored photos inside. To keep patrons out of the coal smoke streaming back along the train, LV offered "Sun-Room" lounge observation cars with enclosed rather than open ends. At this time, the Diamond offered through-car Pullman service to and from Chicago via the Canadian National and Michigan Central. david monte verde collection



A Close-Up of the Glass-Enclosed Sun-Room

The Observation Sun-Room

THE famous scenic ride on THE BLACK DIAMOND may now be enjoyed in an OBSERVATION SUN-ROOM—an enlarged glass-enclosed observation platform—the recent development in Pullman cars, built especially for The Black Diamond.

This observation sun-room, in the extreme rear of the train, has cushioned wicker chairs where passengers may enjoy the trip in comfort and complete protection from the weather. It is in service year round and may be used by Pullman passengers without extra charge.

During the warmer weather, screens replace the glass. This is an ideal vantage point from which to view the interesting scenery which distinguishes the Lehigh Valley Railroad.

Lounge Compartment

In the lounge compartment, adjoining the sun-room, are facilities for smoking, reading, writing, or just "taking it easy." The compartment has twelve walnut easy chairs, comfortable and attractively upholstered. Here is the lounge in the friendly atmosphere of a club, with lower walls finished in walnut, and set off by linear designs in green and gold. The light buff, green and tan of the upper walls and ceiling impart a cheerful tone to the decoration, which is well balanced by a dark, figured carpet.

The lighting is artistically provided by side fixtures of bronze, equipped with ivory-color shades.



Typical Scene in the Blue Mountain Region, Pennsylvania

The Parlor Compartment

The Parlor Compartment has 24 chairs of special design, luxuriously upholstered in a light green fabric with loose down cushions.

The Parlor Compartment itself is decorated along simple lines—a modified Adam design prevailing. The walls are walnut with linear designs, adding a touch of Spanish influence.

As in the lounge room, the ceiling of the parlor compartment is treated in light green and buff, ornamented with simple designs in harmonizing colors.

The lighting fixtures are also in the Adam style, being finished in dull bronze.

These new Pullman cars—christened "The Black Diamond" and "The White Diamond"—are the first of their kind in the East.

New Drawing-Room Parlor Cars on The Black Diamond

In addition to the new observation-lounge cars, The Black Diamond also has other new parlor cars of a similarly advanced type, operating between New York and Buffalo. These cars have thirty-two seats and drawing room.



The Lounge, Looking Toward the Observation Sun-Room

Dining Service on The Black Diamond

The dining car is in service throughout the trip, permitting the passenger to enjoy anything from a bite to a full course Special Club or a la carte meal. A wide variety of skillfully prepared dishes to choose from—at reasonable prices.

Convenient Terminals—Comfort En Route

In New York, Lehigh Valley trains arrive at and depart from the PENNSYLVANIA STATION, 7th Avenue and 32nd Street, convenient to hotels, shopping and theater districts, wholesale districts and principal points of interest. Subway stations are accessible without leaving the terminal. Long Island trains leave from the same station.

All Lehigh Valley through trains have through Pullman cars from Philadelphia, operating in connection with the Reading Railway to and from Reading Terminal, Market and 15th Streets.

The Lehigh Valley's Buffalo Terminal at Main Street near Scott Street, is similarly convenient.

In Chicago, through sleepers in connection with the Grand Trunk-Canadian National Rwy. use Dearborn



In the Lounge—You May Smokey, Read, Write or Just "Take It Easy"

CONDENSED SCHEDULE THE BLACK DIAMOND

Going West From New York	NEW YORK	Going East To New York
8:10 P.M.	PHILADELPHIA, Reading, Pottsville	8:47 A.M.
8:15 P.M.	Scranton, Binghamton	9:11 A.M.
8:21 P.M.	NEWARK, Elizabeth and Market Aves.	9:14 A.M.
8:22 P.M.	BRYCE PLAINFIELD	9:15 A.M.
8:31 P.M.	KARFON	9:47 A.M.
9:04 P.M.	PHILADELPHIA, Reading, Pottsville	10:00 A.M.
10:10 P.M.	Scranton, Binghamton	10:24 A.M.
10:15 P.M.	ALLENTOWN	10:28 A.M.
10:18 P.M.	RAISON OCEAN	10:31 A.M.
1:00 P.M.	WILKESBARRE	10:37 A.M.
1:02 P.M.	FFITZPATRICK	10:38 A.M.
1:03 P.M.	YONKERS	10:38 A.M.
1:05 P.M.	YONKERS	10:38 A.M.
1:06 P.M.	YONKERS	10:38 A.M.
1:07 P.M.	YONKERS	10:38 A.M.
1:08 P.M.	YONKERS	10:38 A.M.
1:09 P.M.	YONKERS	10:38 A.M.
1:10 P.M.	YONKERS	10:38 A.M.
1:11 P.M.	YONKERS	10:38 A.M.
1:12 P.M.	YONKERS	10:38 A.M.
1:13 P.M.	YONKERS	10:38 A.M.
1:14 P.M.	YONKERS	10:38 A.M.
1:15 P.M.	YONKERS	10:38 A.M.
1:16 P.M.	YONKERS	10:38 A.M.
1:17 P.M.	YONKERS	10:38 A.M.
1:18 P.M.	YONKERS	10:38 A.M.
1:19 P.M.	YONKERS	10:38 A.M.
1:20 P.M.	YONKERS	10:38 A.M.
1:21 P.M.	YONKERS	10:38 A.M.
1:22 P.M.	YONKERS	10:38 A.M.
1:23 P.M.	YONKERS	10:38 A.M.
1:24 P.M.	YONKERS	10:38 A.M.
1:25 P.M.	YONKERS	10:38 A.M.
1:26 P.M.	YONKERS	10:38 A.M.
1:27 P.M.	YONKERS	10:38 A.M.
1:28 P.M.	YONKERS	10:38 A.M.
1:29 P.M.	YONKERS	10:38 A.M.
1:30 P.M.	YONKERS	10:38 A.M.
1:31 P.M.	YONKERS	10:38 A.M.
1:32 P.M.	YONKERS	10:38 A.M.
1:33 P.M.	YONKERS	10:38 A.M.
1:34 P.M.	YONKERS	10:38 A.M.
1:35 P.M.	YONKERS	10:38 A.M.
1:36 P.M.	YONKERS	10:38 A.M.
1:37 P.M.	YONKERS	10:38 A.M.
1:38 P.M.	YONKERS	10:38 A.M.
1:39 P.M.	YONKERS	10:38 A.M.
1:40 P.M.	YONKERS	10:38 A.M.
1:41 P.M.	YONKERS	10:38 A.M.
1:42 P.M.	YONKERS	10:38 A.M.
1:43 P.M.	YONKERS	10:38 A.M.
1:44 P.M.	YONKERS	10:38 A.M.
1:45 P.M.	YONKERS	10:38 A.M.
1:46 P.M.	YONKERS	10:38 A.M.
1:47 P.M.	YONKERS	10:38 A.M.
1:48 P.M.	YONKERS	10:38 A.M.
1:49 P.M.	YONKERS	10:38 A.M.
1:50 P.M.	YONKERS	10:38 A.M.
1:51 P.M.	YONKERS	10:38 A.M.
1:52 P.M.	YONKERS	10:38 A.M.
1:53 P.M.	YONKERS	10:38 A.M.
1:54 P.M.	YONKERS	10:38 A.M.
1:55 P.M.	YONKERS	10:38 A.M.
1:56 P.M.	YONKERS	10:38 A.M.
1:57 P.M.	YONKERS	10:38 A.M.
1:58 P.M.	YONKERS	10:38 A.M.
1:59 P.M.	YONKERS	10:38 A.M.
2:00 P.M.	YONKERS	10:38 A.M.
A. M.	CHICAGO (11th St. Grand Depot)	10:38 A.M.
M. C.	Chicago (11th St. Grand Depot)	10:38 A.M.
No. 10		10:38 A.M.

a—will stop to discharge passengers—connecting trains.



The Route of The Black Diamond



With much smoke, pomp and circumstance, a pair of Alcos accelerates away from the Wilkes-Barre station with the eastbound Black Diamond in June 1953. Its nine-car consist suggests that ridership is holding up on the Valley's premier train, though likely with local-type services provided to places like Geneva and Ithaca, N.Y., and Wilkes-Barre, Allentown, and Bethlehem, Pa., versus Buffalo–New York. john endler jr., anthracite railroads historical society collection

Now, moving westward, we pass Rochester Junction where motorcars and later buses connected with the downtown of that nearby city. Beyond was Batavia, then the junction for Niagara Falls at DePew, and finally the Valley's own Buffalo Terminal.

The Buffalo extension was completed in 1892 and, four years later, the Black Diamond Express was inaugurated. It would prove to be the railroad's signature train for the next 63 years. Also, an overnight service was provided on Black Diamond's route as well as additional frequencies in the more populous area from the Wyoming Valley east.

Equipment



We're at the newer LV bridge over the Lackawanna River at Pittston/Coxton as 4-6-2 Pacific 2098 hurries into town with the eastbound Black Diamond in August 1947. The consist includes a Boston & Albany (New York Central System) baggage car at the head of the train. The rake of cars that trail include heavyweights, upgraded heavyweights with added skirting, and two "American Flyer" lightweight coaches from Pullman-Standard's Osgood-Bradley Plant in Worcester, Mass. edward s. miller, anthracite railroads historical society collection

The Valley received a large order of all-steel cars as early as 1911, so it was well-equipped to operate through the tunnels to Penn Station, New York, when that opportunity arose. Coaches were quite short—barely the length of a PRR electric MU car—and they had non-reclining seats and small lavatories. No smoking lounges or reclining seats here! Several of these cars would be around at the end of service 50 years later.



Shown in 1990, the LV's 1905 brick depot at Rochester survives relatively unchanged, except that it has been repurposed into an excellent restaurant known as the Dinosaur Bar-B-Que. The station is listed in the National Register of Historic Places. passenger train journal, Mike Schafer

Five longer cars were acquired in 1925 and another five coaches were converted from combines during World War II, Only ten streamlined cars purchased in 1939 came any later for coach passengers.



A motorcar train that's come up from Rochester Junction after meeting a mainline train there is sitting at the LV's stub-end station at 99 Court Street in Rochester, N.Y. This compact facility was built on the east shoulder of the Genesee River just south of the business district. The platforms and their tracks were built above a spillway for both the river and the Erie Canal, which crosses the Genesee on a nearby aqueduct. herb trice, anthracite railroads historical society collection

Only a few additional cars were acquired, but four of these original veterans and the newer cars received air-conditioning. However, it was somewhat ironic that, especially on peak travel days east of Lehighton, many riders continued to ride in non-air-conditioned cars while Sunnyside Yard, serving Penn Station, was dispatching the “World’s Largest Fleet of Air-Conditioned Cars” for the PRR. It was mostly a matter of available funds and competition.

Feature cars—parlors and sleepers—on LV trains were provided by Pullman

observation cars for the Black Diamond, and conventional parlor cars for the two Wilkes-Barre–New York trains.



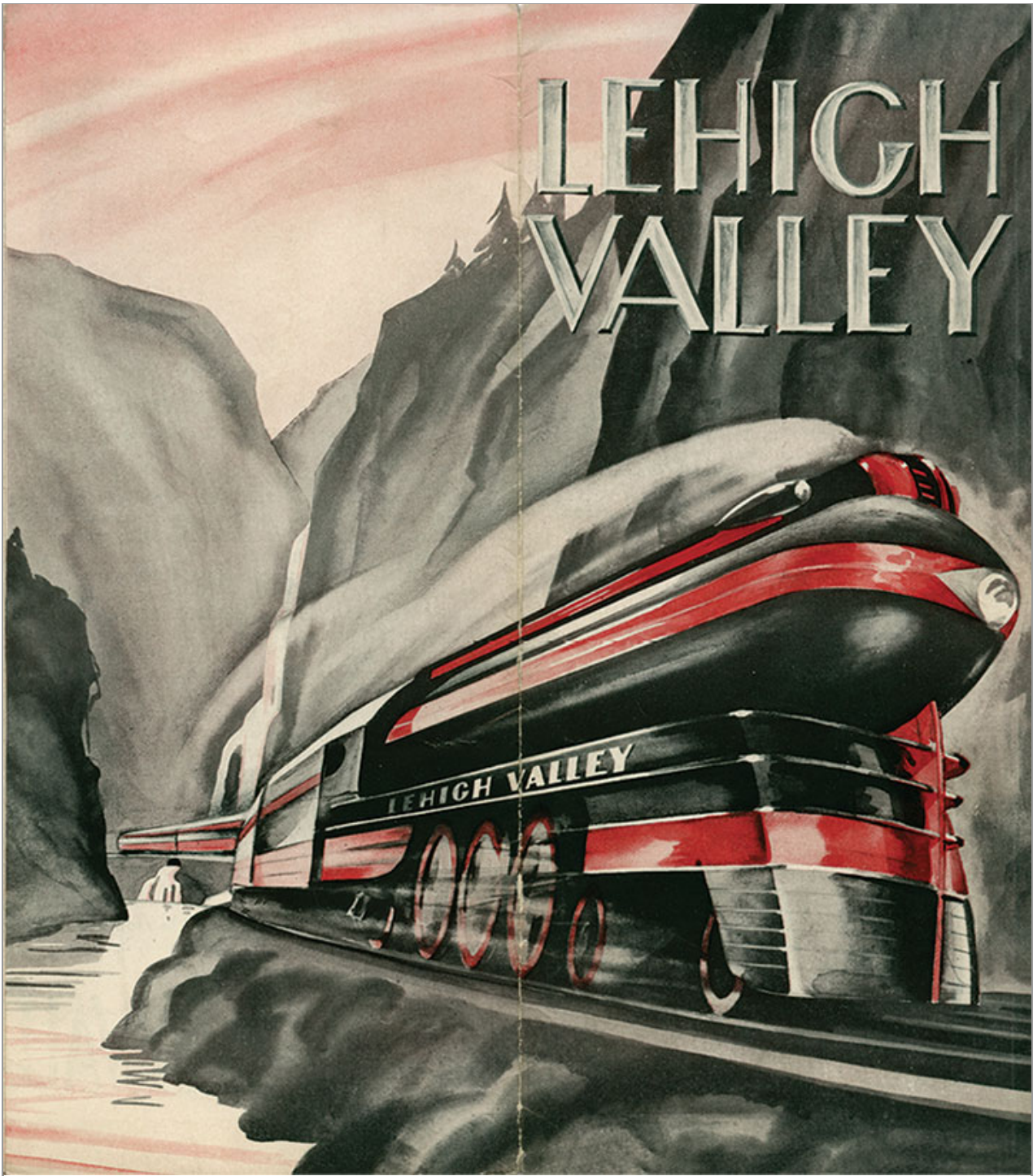
There was a time when travelers not only had a multitude of trains to choose from when traveling between New York and Chicago, but also a variety of railroads or combinations of railroads. The joint LV-Canadian

These were air-conditioned in 1934, along with many assigned Pullman cars, using the electro-mechanical system. Two additional parlors had operated on the Black Diamond between Philadelphia and Buffalo, but this line was gradually eliminated and the two assigned cars—the Miriam and the Topaz—returned to Pullman pool service.

The first two steel diners came in 1912 and were never air-conditioned. Nine more cars came in 1916 (2), 1925 (3), and 1928 (4). In addition, two café-diners, with smaller kitchens, came in 1928. All were air-conditioned and proved adequate for the railroad's needs. Originally, the diners were laid out with 30 seats in two- and four-place tables. Later, many cars were modified to incorporate more table seats or lounge seating.

Pullman service was limited to a maximum of 16 cars and was upgraded with betterment cars as they became available. These incorporated bedrooms, which increased their appeal to the traveling public. No roomettes yet; they would not arrive until 1954. After 1940, only two classic 12-1 (12 section-1 drawing room) cars remained, on the Rochester-Philadelphia Pullman line, and they were surplus after August 1949.

Late 1930s renaissance



1st Quarter 2017
Volume 41. No. 1

[Return to Table of Contents](#)

The John Wilkes

EASTWARD		EASTERN STANDARD TIME	WESTWARD	
		Train No. 28	Train No. 29	Train No. 39
		Daily	Daily Ex. Sunday	Sunday Only
Lv. Pittston	6.00 A.M.	Lv. New York (PENNA. STA.)	4.31 P.M.	5.40 P.M.
Lv. Scranton (Laurel Line)	5.30 A.M.	Lv. New York (Hudson Term.)	4.18 P.M.	5.30 P.M.
Lv. Wilkes-Barre	6.25 A.M.	Lv. Newark (Penna. Sta.)	4.47 P.M.	5.55 P.M.
Lv. White Haven	7.17 A.M.	Lv. South Plainfield	5.16 P.M.	6.25 P.M.
Lv. Hazleton	6.58 A.M.	Ar. Flemington	5.49 P.M.	6.59 P.M.
Lv. Weatherly	7.18 A.M.	Lv. Flemington	5.35 P.M.	6.44 P.M.
Lv. Mauch Chunk	7.57 A.M.	Lv. Flemington Junction	5.43 P.M.	6.52 P.M.
Lv. Lehighton	8.04 A.M.	Ar. Easton	6.18 P.M.	7.27 P.M.
Lv. Slatington	8.15 A.M.	Ar. Bethlehem	6.39 P.M.	7.47 P.M.
Lv. Allentown	8.36 A.M.	Lv. Philadelphia (Reading Term. —Reading Co.)	4.40 P.M.	Note 6.20 P.M.
Ar. Bethlehem	8.48 A.M.	Lv. Bethlehem	6.39 P.M.	7.47 P.M.
Ar. Philadelphia (Reading Term. —Reading Co.)	11.09 A.M.	Ar. Allentown	6.54 P.M.	8.03 P.M.
Lv. Bethlehem	8.48 A.M.	Ar. Slatington	7.15 P.M.	8.24 P.M.
Lv. Easton	9.06 A.M.	Ar. Lehighton	7.27 P.M.	8.36 P.M.
Ar. Flemington	9.45 A.M.	Ar. Mauch Chunk	7.35 P.M.	8.44 P.M.
Lv. Flemington	9.30 A.M.	Ar. Weatherly	8.09 P.M.	Note 9.40 P.M.
Lv. Flemington Junction	9.38 A.M.	Ar. Hazleton	8.32 P.M.	Note 10.02 P.M.
Lv. South Plainfield	10.05 A.M.	Ar. White Haven	9.08 P.M.	a 9.27 P.M.
Ar. Newark (Pennsylvania Station)	10.34 A.M.	Ar. Wilkes-Barre	9.08 P.M.	10.17 P.M.
Ar. New York (Hudson Terminal)	11.01 A.M.	Ar. Scranton (Laurel Line)	9.55 P.M.	11.25 P.M.
Ar. New York (PENNSYLVANIA STATION)	10.50 A.M.	Ar. Pittston	9.29 P.M.	10.38 P.M.

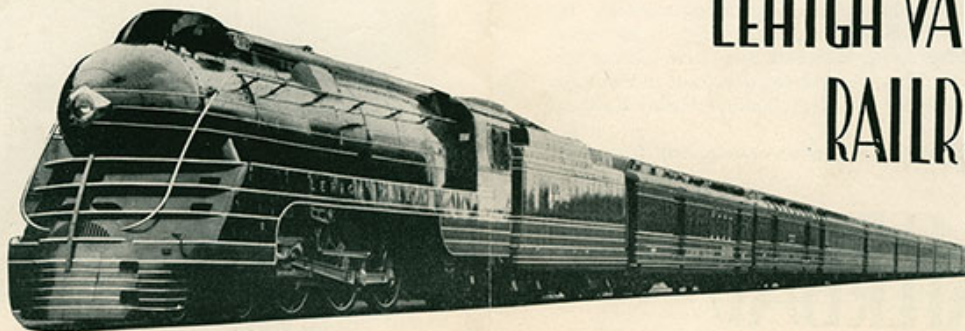
EQUIPMENT:
 Parlor Car.....Pittston to New York—32 Seat, Drawing Room: AIR CONDITIONED.
 Club Car.....Pittston to New York: AIR CONDITIONED.
 Coaches.....Pittston to New York: AIR CONDITIONED.

NOTE: On Sundays, passengers from New York and Philadelphia to Weatherly and Hazleton use Train No. 7, leaving New York, Pennsylvania Station, 6.05 P.M.; Philadelphia, Reading Terminal, 6.20 P.M.
 a—Will stop to let off revenue passengers.

**LEHIGH VALLEY TRAINS USE
 PENNSYLVANIA STATION**
In the Heart of New York City
 Fast, frequent service from Pennsylvania Station direct to the World's Fair Grounds via Long Island R. R. Running time 10 minutes; Fare 10¢

EQUIPMENT:
 Parlor Car....New York to Pittston—32 Seat, Drawing Room: AIR CONDITIONED.
 Dining Car....New York to Mauch Chunk: AIR CONDITIONED.
 Club Car.....New York to Pittston: AIR CONDITIONED.
 Coaches.....New York to Pittston: AIR CONDITIONED.

LEHIGH VALLEY RAILROAD



Although the streamlined John Wilkes was not the Valley's principal train, its distinctive bullet-nosed locomotives styled by Otto Kuhler became a virtual rolling trademark of the LV during the railroad's heyday. Launched on June 4, 1939, between Wilkes-Barre, Pa., and New York, the new streamliner was largely the work of LV's Sayre (Pa.) Shops, which shrouded two heavy 4-6-2s and reconditioned several heavyweight cars for the service along with ten new lightweight, high-capacity "American

direct competitors Lackawanna and Erie could not. both, Kevin Holland collection



The Kuhler streamlined Pacifics weren't limited to the John Wilkes. Here along the Lehigh River above Lehighton, Pacific 2093 heads the Black Diamond. Jersey Central's main line closely parallels. wayne brumbau, Kevin Holland collection

A dynamic new president, Duncan Kerr, a native of Scotland, was at the railroad's helm as the 1930s neared their end. Funds were limited and new motive power—steam and diesel—had the higher priority. Still, something might be done to add some panache to the LV's passenger services. Noted

in Jersey City. Motorcar 17 and a trailer were spiffed up and received a new black-and-orange scheme. The trailer even included a small café section.

The next project involved the restyling of the morning train to the Wilkes-Barre area and its afternoon return. The train was rechristened as the Asa Packer after the railroad's founder. Originally originating in Newark, it later operated from Jersey City, but by 1940 the Asa Packer was originating in New York's Penn Station. The train included a combine, two coaches, and diner-lounge 1020. Two Pacifics received a complementary repainting and running board skirting but few other changes. The most money was lavished on the 1020, which received an upgraded interior. That car was the only car already air-conditioned and retained this feature. However, the three other cars remained "hot."

Suitably impressed, attention now turned to the morning train from Wilkes-Barre to New York and its afternoon return to the mountains. A new livery of red and black with white striping was developed, and two Pacifics (4-6-2 wheel arrangement steam locomotives) received a more complete streamlining, complete with bullet nose. With greater passenger loadings came a need for more cars. A baggage-mail car, four of the original coaches, a diner, and club car (fittingly named Anthracite Club) were among the cast, while Pullman refurbished the car Emerald as the John Wilkes.

John Wilkes, who with Isaac Barre had given his name to Wilkes-Barre, had been an English member of Parliament who had advocated freedom for the colonies. As they were delivered, the new 1939 coaches replaced several of the older cars, which became available for the Asa Packer.

Finally, similar attention was lavished on the Black Diamond in 1940. Three more Pacifics—but larger and heavier than those for the Asa Packer and John

Regrettably, Duncan Kerr did not live to see the full results of his efforts. He had taken ill on the inaugural trip of the John Wilkes and passed away soon after.

The postwar lineup



Heavyweight diner-lounge 1020, built by Pullman in 1928, was remodeled for Asa Packer service with new paint, seating, rugs, curtains, and then-revolutionary new fluorescent lighting. Partitions formed by curtains printed with diamonds and old-timey trains separated the dining section



The white flags being carried by Pacific 2023, plus the shiny, spotless look of the equipment may be an indication that this is a publicity run for the newly renovated equipment for the Asa Packer in February 1939. The train is arriving westbound at Sayre. The Victorian pile behind the locomotive is not the Sayre depot but the LV's Seneca Division offices immediately north of the depot. It was built in 1876 for the Pennsylvania & New York Railroad. george leilich, anthracite railroads historical society collection.

At the end of World War II, many Pullman car lines had been temporarily suspended to provide additional capacity for what was expected to be a massive trans-shipment of troops from the Atlantic coast to the Pacific. We had won the war in Europe, but there was still Japan to contend with. The suspensions began July 1, 1945, and were based on the least mileage operated-up to 450 miles. All would be back by March 1946.

At the end of World War II, the Valley was operating six principle trains:

THE DELAWARE VALLEY RAILROAD COMPANY

The Maple Leaf was out of New York around 8pm with sleepers for Buffalo and Toronto from both Philadelphia and New York. A café-lounge ran to Buffalo and a diner as far as Lehigh. A CN reclining-seat coach and a Pullman sleeper from New York and a Pullman from Philadelphia or Toronto were transferred to a connecting train at Depew for Niagara Falls while the rest of the train continued into Buffalo. A CN café-parlor provided morning breakfast service and evening bar and food service between Niagara Falls and Toronto.

The Star operated overnight on a later schedule, leaving Penn Station about three hours after the Maple Leaf. Through sleepers operated New York–Ithaca, N.Y., and New York–Buffalo; Philadelphia–Buffalo; and Philadelphia–Rochester. A café-lounge still ran through to Buffalo. Curiously, the eastbound counterpart was officially nameless.

The Asa Packer and John Wilkes were still around. Asa carried a café-diner, parlor, and coaches to Wilkes-Barre, coaches a little farther to Coxtown, Pa. (LV had a yard and servicing facility there), and a through coach from Philadelphia. The Wilkes went through to Coxtown with a parlor, café-diner, and coaches, along with a diner and coaches to Lehigh.

Finally, a train operated between Lehigh and New York except Sundays with a café-diner on weekdays. A midday Saturday return trip carried a diner but only as far as Easton, which was the site of the railroad's commissary. Weekdays, the train operated for commuters.

Equipment developments

Fourteen Alco PA-1 diesels replaced regular assignments of steam power in 1948. They were supplemented by two steam-generator-equipped Alco RS-3s and four Alco FAs (two A-units, two B-units), primarily for passenger Extras

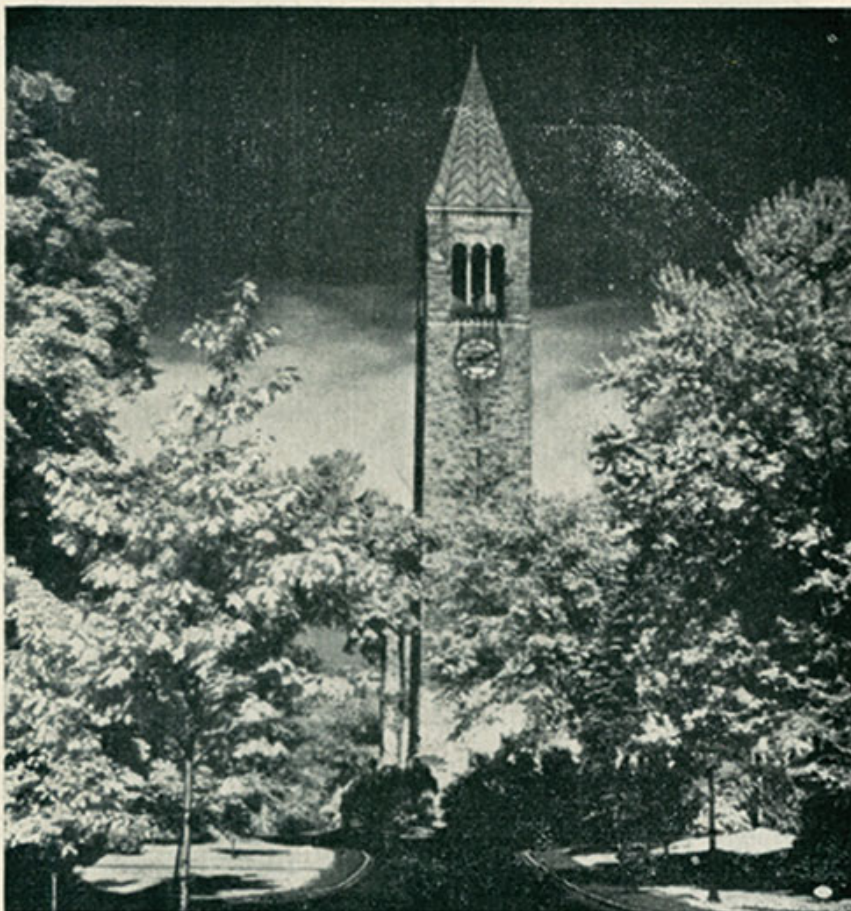
CORNELL

CLASS REUNIONS

JUNE 8, 9, 10-1951

THE CLASSES SCHEDULED

**'01, '06, '11, '16, '21, '26,
'31, '36, '41, '46, '49**



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[Return to Table of Contents](#)

JUNE 11TH

A WEEKEND OF INTERESTING EVENTS IN ITHACA

With the arrival of Spring and June just around the corner, naturally our thoughts turn to Cornell and Class Reunions. Official Reunion dates this year are Friday, Saturday and Sunday, June 8th to 10th. Commencement will be Monday, June 11th.

Every alumnus is invited to come back and enjoy the interesting and amusing program of events arranged for all. You will have a chance to stroll the campus, visit familiar surroundings and renew old friendships.

Lehigh Valley Railroad

The Route of The Black Diamond

(See Reverse Side for Schedules and Fares)

Cornell University at Ithaca, N.Y., provided considerable passenger traffic for the LV, and the railroad didn't hesitate to promote service directly to students and alumni. david monte verde collection



The eastbound Black Diamond out of Buffalo eases to a stop at Rochester Junction on Sept. 16, 1952, to take on riders from Rochester proper. For more direct mainline service, builders of the future Lehigh Valley bypassed Rochester, instead serving that city with a 14-mile branch from Rochester Junction. h. m. strang, krambles-peterson archive.



Motorcar trains and, later, buses provided connections at the junction.
David Monte verde collection



As a bystander chats with the train's fireman, the Black Diamond holds at Lehigh, Pa., where connections are made with the Hazleton branch— which ironically would be the last stronghold (such as it was) for LV passenger service. The date is July 28, 1951, and LV's handsome Cornell Red and black Alco PAs (14 total) have been on the property since 1948. The Valley itself would be fully dieselized by the end of 1951. anthracite railroads historical society collection

A small number of cars were streamlined with an arch roof including coaches and parlors that also received wide windows. One diner was included along with several head-end cars. By now, solid red had replaced the fancier prewar schemes.

Pullman began to assign more-modernized cars from its pool in September 1953, when four Clover-series cars were assigned to replace older cars. They went on the New York–Buffalo and Philadelphia–Toronto car lines. Roomettes finally came in September 1954 on the Maple Leaf out of New York and

Over the next few years, Pullman assigned additional improved cars as they became available. The final assignment of the cars rebuilt in the 1930s came on May 13, 1959, when a car with roomettes replaced a Poplar-series pool car that had six sections and six bedrooms.

By March 1960, Pullman listed 47 sleepers assigned to its remaining heavyweight car lines. The three lines still operating on the Valley were assigned these cars (all were on the Maple Leaf).

New York–Buffalo———Elm Leaf, Elm Trail

New York–Toronto———Oak Lawn, Oak Pass

Philadelphia–Toronto———Oak Bay, Oak Glen

Each car had been rebuilt with 12 roomettes and five bedrooms, either single or double versions (one single on an Oak, two on an Elm car). Most such cars were painted in Pullman’s two-tone gray “pool” scheme.

The beginning of the end



Budd-built Rail Diesel Cars replaced steam-powered connecting trains on the 26-mile Lehighton–Hazleton run in 1951, which is about the time this photo was taken at LV's stately brick depot there. Parking garages populate the area now. john endler jr., anthracite railroads historical society collection



A rare Kodacolor negative provides this view of the Black Diamond at Mountaintop, Pa., on April 20, 1946. This was the centennial year for the Lehigh Valley, prompting the railroad to decorate some of its passenger locomotives with banners and flags as illustrated by 4-6-2 No. 2022. The photo also provides a glimpse at the red-and-black scheme worn by some passenger rolling stock, such as the RPO-baggage car and coach first up behind the locomotive. george leilich, anthracite railroads historical society collection

In the fall of 1956 the full schedule was still being operated but the amenities

lounge” except that one diner operated between Lehighton and New York to serve breakfast on the Maple Leaf in the morning and returned west in late afternoon on the John Wilkes to serve dinner.

By now, the Asa and Wilkes both cut their parlor and café-lounge at Lehighton. The Maple Leaf only provided LV food service between New York and Lehighton while the later Star only carried a café-lounge between Sayre and Buffalo. And, by the way, the westbound Star had acquired a name on its return trip—it was now the Major, after the railroad’s president, Cedric A. Major.

The recession of 1958 brought an increasing sense of desperation. April 1958 saw the end of the Asa Packer and the adoption by the Black Diamond of an earlier schedule to partially compensate. The railroad tried to completely exit the passenger business the following year, but had to settle for only being able to drop the Black Diamond, the Star/Major, and unnamed commuter trains 23/24 to and from Lehighton.

This left only the overnight Maple Leaf between New York and Buffalo/Toronto with a through sleeper from Philadelphia and the remaining portion of the John Wilkes that ran, except Sundays, between Lehighton and New York. It offered a later arrival and earlier departure in the Big Apple than that afforded by the Maple Leaf.

The final pair of name trains made their last trips in early February 1961. It is well reported that the last eastbound Maple Leaf was hours late due to a blizzard and was mercifully euthanized at Newark. Due to State intransigence, the connecting RDC on the Hazleton branch, now orphaned, operated for several additional days.

Most equipment was either retired or sold for scrap. The RDC-2 had earlier

rebuilding concern. The RDC-1 became Reading 9162 and is now at the museum in Strasburg.

Several diners went to the National Railways of Mexico (NdeM) but haven't been active in years. Parlor-buffet 1002, streamlined in the 1950s, went to the Long Island as Tuscarora Cub, later renamed Onteora.

My last encounter with LV passenger equipment actually occurred several months after abandonment, as I recall, when I saw a train of LV cars on a New York–Philadelphia Pennsy “clocker.” It was a real mixed bag, consisting of John Wilkes veteran 916, nearly 50 years old; rebuilt former combines 1476–1479; rebuilt 1925 coaches 1501, 1503, 1504; and 1939 coaches 1512 and 1513. The 916 still had its pioneering fluorescent lighting.

And, of course, the crown jewel of the survivors was office car 353, a Pullman product of 1916, now at Steamtown in Scranton. It was the passion of the late Dick Horstmann, a former assistant to New York Senator Jacob Javits. Dick saved and preserved the car. I never met the man, but I still remember that I wrote a magazine article about an American Association of Private Railroad Car Owners (AAPRCO) special, and he was the only car owner to thank me—a class guy. (PTJ editor Schafer advises me that he served as a chef aboard the 353 for a couple of Dick's trips, at Dick's insistence.)

More than 50 years on, much of the western portion of the LV is long gone and yet, due to the 1967 introduction of the Aldene Plan—which consolidated most Jersey Central commuter runs to terminate at PRR's Newark Penn Station upon the closing of CNJ's Jersey City Terminal—the short segment between Hunter and Aldene, the intersection of the LV and CNJ, now carries more (NJT) passengers than the Valley ever dreamed of. Life is funny that way. In fairness to the LV, I think it's reasonable to say that the railroad did its



After the sale of its downtown Buffalo passenger terminal to the New York State Thruway Authority in 1954, LV built a new combination freight and passenger station near its East Buffalo Yard; the modern building opened on Aug. 11, 1955. In this rare photo, LV train No. 11, The Star, has just pulled in from New York City. The train in the shadows at left is likely the Black Diamond about to depart for New York. Neil Carlson, thos. gascoigne collection



Onlookers ponder the future of American passenger trains as the final westbound Black Diamond departs Sayre on May 11, 1959. The train was down to but a cafe-lounge and one coach trailing a baggage-express car and Railway Post Office. Richard Palmer collection

And now, once more, it's the summer of 1956, and I am awaiting the arrival of the westbound Maple Leaf and a roomette to Niagara Falls. I have a date tomorrow with a Maid—one that will almost certainly leave me misty-eyed. She won't be hard to find; she leaves the dock every 15 minutes, I hear.

The author and the PTJ staff thank Richard Jahn and the Anthracite Railroads Historical Society for their assistance with this feature.

MAINLINE TRAINS

Train 1, Philadelphia-Buffalo Express

June 25, 1916: Discontinued by this date

Trains 2 and 3

Jan. 19, 1930: Train 2, Philadelphia-New York Express and 3, Chicago-Toronto Express, renamed The Toronto; through sleepers added, New York to Toronto.

April 23, 1938: Discontinued (operated via main line, Van Etten to Geneva)

Trains 4, the Philadelphian and

11, Wilkes-Barre Night Express*

Jan. 19, 1930: No. 4, renamed The Star

Sept. 4, 1948: Bethlehem–Philadelphia diner-club car removed, on No. 4.

June 4, 1949: Rochester sleeper removed

July 14, 1955: No. 11 renamed The Major

July 14, 1955: Sayre–Buffalo cafe-lounge car removed

Oct. 28, 1956: Ithaca–New York sleeper removed

May 11, 1959: Trains discontinued

*No. 11 became westbound Star and trains 10/20 became the Wilkes

Trains 5 and 6, originally the Cornelian,

renamed Lehigh Limited **by July 25, 1916**

Jan. 19, 1930: Through sleepers added, New York–Toronto

June 26, 1937: Discontinued (originally via Ithaca, but shifted to Seneca Lake line by April 29, 1928.)

Trains 7 and 8, the Maple Leaf (**train 7 originally** Chicagoan; **No. 8, New Yorker**)

Nov. 29, 1942: Train switched from main line to Ithaca Branch

July 11, 1948: Dining car off, New York–Lehigh

Sept. 26, 1948: Train switched from Ithaca Branch to main line

Jan. 9, 1949: Cafe dining car cut back from Buffalo to Lehigh

Sept. 26, 1954: Roomette cars first advertised, New York and Philadelphia to Toronto, provided by Canadian National; from 1956 to 1960, Pullmans from Fir, Elm, and Oak series were assigned.

May 25, 1959: Train switched back to Ithaca Branch after discontinuance of Nos. 9 and 10

Feb. 3, 1961: Trains discontinued

Trains 9 and 10, Black Diamond Express

Feb. 7, 1903: Both trains shifted to Ithaca branch.

Jan. 7, 1903: Temporarily suspended west of Wilkes-Barre.

Feb. 8, 1903: Service restored through to Buffalo

May 14, 1905: June 28, 1914—Train 9, main line; train 10 via Ithaca branch.

Feb. 9, 1908: Trains discontinued

June 21, 1908: Trains restored

Nov. 28, 1915: “Express” dropped from train name

July 25, 1916: Sleeping car added, New York/Philadelphia–Chicago, via Michigan Central

June 28, 1914: May 11, 1959—Ran both directions via Ithaca.

June 27, 1937: Sleeping cars discontinued New York/Philadelphia–Chicago.

April 26, 1942: Observation lounge last listed; removed by Aug. 2, 1942.

June 23, 1955: Philadelphia coach cut back to Lehighton (ran only Mondays, and July 5 and Sept. 2)

July 14, 1955: Dining car discontinued, Wilkes Barre–Buffalo.

July 14, 1955: Cafe-lounge car only between Sayre and Buffalo.

Oct. 28, 1956: Cafe-lounge restored, New York to Buffalo.

Parlor car removed between Oct. 26, 1958, and May 11, 1959, the latter date when the train was discontinued. Only cafe-lounge and one coach (1500 series) remained, besides baggage and RPO.

June 23, 1955: Philadelphia coach running only as far as Lehighton on Mondays, and July 5 and Sept. 2.

May 11, 1959: Train discontinued.

Trains 23 and 24, version 1 Asa Packer

New York*-Mauch Chunk (Jim Thorpe), Pa.

Sept. 28, 1941: Service cut back to Lehighton.

Jan. 12, 1942: Commenced running into Penn Station.

(*NOTE: The Asa Packer's originating/terminating point at the east end of its run varied markedly before winding up in Penn Station.)

Trains 25 and 26, version 2 Asa Packer **as a**

New York-Pittston, Pa., train

July 14, 1955: Cut back to Lehighton (cafe-lounge and parlor car, New York-Lehighton)

April 26, 1958: Discontinued

Trains 28 and 29 New York-Wilkes Barre

June 4, 1939: Train 28 originally the Wyoming Valley Express,

June 4, 1939: Train 29 originally the Wilkes-Barre Express, renamed John Wilkes

Feb. 3, 1961: Discontinued

BRANCHLINE TRAINS

(NOTE: Even numbers indicate eastbound trains, odd numbers westbound. Unless otherwise noted, dates shown are when these trains last appeared in public timetables).

State of New Jersey, Lehigh Division

Clinton & Pittstown Branch, Clinton–Pittstown, 2 miles: Two commuter trains not numbered, discontinued Sept. 27, 1936.

Perth Amboy Branch, South Plainfield–Perth Amboy, 8.8 miles: Trains 408,410 off Feb. 25, 1934; train 408, discontinued April 29, 1934

Flemington Branch, Flemington Junction–Flemington , 1.7 miles: Commuter service, discontinued March 1952

New York City–South Plainfield, 26.5 miles: Commuter trains 52, 53 discontinued May 1948

New York State, Buffalo Division

Auburn Branch, Sayre, Pa.–Fair Haven, N.Y., 115.7 miles: Trains 281, 284 Sayre–Auburn, discontinued April 30, 1938; trains 282, 283 last listed to Fair Haven, July 11, 1938; trains 282, 283 Sayre–Auburn, discontinued March 20, 1948.

Elmira and Cortland Branch, Elmira–Camden, 139.7 miles: Trains 326, 327, last passenger train to Elmira, discontinued Nov. 25, 1932. These trains discontinued, Elmira–East Ithaca, June 26, 1935: Trains 829, 830, Canastota–Camden (mixed) Nov. 29, 1933; trains 879, 880 Canastota to Camden (mixed), August 1938; trains 322, 323, 327 (East Ithaca–DeRuyter) discontinued as first-class trains, July 7, 1948.

Ithaca Branch, Geneva–Sayre: Trains 127, 128, discontinued Nov. 11, 1949.

Naples Branch, Geneva–Naples, 29.4 miles: Trains 131 and 132 replaced by mixed trains 595 and 594; trains 592, 593 (formerly gas electric trains 116 and 119) discontinued July 7, 1930; trains 594, 595 (mixed) discontinued April 24, 1938. Gas-electrics inaugurated Dec. 1, 1925.

Rochester Branch, Rochester Junction–Rochester, 13.2 miles, four round trips discontinued Sept. 6, 1950; Valley Bus Lines service discontinued Jan. 16, 1957.

Rochester Branch, Rochester–Hemlock 28.6 miles: Trains 645, 547, 644, 646 discontinued Feb. 2, 1935; trains 784, 715, 719, and 720, Rochester–Honeoye Falls and Lima, discontinued Aug. 9, 1937; trains mixed trains 666, 667 discontinued Nov. 26, 1938. These trains were gas electric cars.

Seneca Falls Branch, Seneca Falls–Geneva, 10.5 miles: Trains 603, 605, 602, 604 discontinued 1914; Cayuga–Cayuga Junction, 3.8 miles: Trains 793, 794 discontinued April 29, 1929.

1940.

Willard Branch, Hayts Corners–Willard, 5 miles: Daily passenger service last listed Sept. 27, 1936. Trains 587, 583, 585, 581 from Hayt's Corners to Ovid and 580, 584, 582, 586, Ovid to Hayt's Corners.

State of Pennsylvania, Lehigh Division

Bear Creek Branch, White Haven–Bear Creek, 12.8 miles: Trains 497, 498 discontinued Jan. 19, 1930.

Beaver Meadow Branch, Weatherly–Hazleton, 13.4 miles: Trains 232, 237 discontinued Nov. 26, 1933.

Bowmans Creek Branch (Wyoming Division) Towanda–Coxton, 66.3 miles: Last regular passenger trains 503, 506, discontinued April 2, 1934.

Easton & Northern Branch, Belfast Junction–Easton, 11.1 miles: Trains 445, 446 discontinued April 29, 1929.

Freeland Branch, Ashmore–Freeland, 5.2 miles: Trains 241, 243, 242,,244 discontinued April 28, 1940; mentions mixed service until Nov. 1, 1942.

Highland Branch, Ashmore–Sandy Junction, 8.7 miles: Trains 250, 216, 244, 240, 239, 241, 245, 249 discontinued May 8, 1927.

Montrose Branch, Tunkhannock–Montrose, 27 miles: Trains 560, 561 discontinued Sept. 20, 1940.

Pottsville Branch, Andreas–Pottsville, 20.1 miles: Trains 495, 496 (mixed) discontinued Feb. 20, 1939.

Sheppton Branch, Hazelton–Sheppton, 11.4 miles: Trains 181–184 discontinued June 1, 1930.

Tomhicken Branch, Tomhicken–Hazleton Junction, 10.4 miles: Pennsylvania Railroad trains 191, 193, 184, 186 discontinued Feb. 20, 1939.

Miscellaneous

There was once an LV train that originated in Phillipsburg, N.J. called the Lehigh-Pennsylvania Express. The train was inaugurated in April 1916 and operated until July 16, 1938. Public timetables show it as train No. 510 eastbound and 509 westbound, leaving Phillipsburg at 7:50am and arriving in Pittsburgh at 7:55pm. Returning, it left Pittsburgh at 7:17am and arrived in Phillipsburg at 7:30pm. It carried a drawing-room parlor car, broiler buffet service, and coaches. It passed through Weatherly, Hazleton, Mahanoy City, and Shenandoah and then was turned over to the PRR at Mt. Carmel, passing through Shamokin, Sunbury, Northumberland, Milton, and Williamsport; then west through Jersey Shore, Lock Haven, Bellefonte, Tyrone, and Altoona; then on the PRR main line to Pittsburgh. The distance was 398.3 miles via this route. Eastbound 510 ran the same route and was called the Pennsylvania-Lehigh Express. It was a daily round trip. One source states this train was inaugurated in April 1916 at the behest of Charles M. Schwab of Bethlehem Steel for steel executives “commuting” to Pittsburgh. The parlor car was cut back to Sunbury on Nov. 1, 1931. The train itself terminated at Mt. Carmel on April 24, 1932. Easton became its terminus on Sept. 29, 1935.