

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

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TRACTION TERMINAL

Los Angeles: The last of the former LARY PCC streetcars have been sold by the So. Cal. Rapid Transit District to Cairo, Egypt. #3107 has been shipped for test, and the balance of 133 will follow shortly. The Cairo Transit Authority, which will convert the cars to meter gage, also purchased a large inventory of parts.

Boston: The trustees of the New Haven have been authorized to sell 11 miles of the "Old Colony Line" to the MBTA. The Authority, which takes title in Nov. expects to start rehabilitation of the line between Boston and Braintree late this fall. New rapid transit equipment will be ordered. The NH and MBTA also reached agreement over a commuter contract for the lines south and west of Boston. Included in the package is an option by the MBTA to purchase an additional 20 miles of the Old Colony.

Washington: The long awaited D.C. subway system moved one step closer to reality as the House of Representatives approved a \$431 M plan. The plan calls for a 25 mile, 184 car system serving the District, with short extensions into Va. and Md. The bill is presently before the Senate for action.

New York: The Transit Authority has asked for some \$23.5 M for the purchase of 200 streamlined subway cars. The funds would come from the Mass Transit Act. PATH received a \$5 M grant to make the necessary changes to its system as part of the Aldene plan. The CNJ received \$3½ M for its construction. US Steel has entered that mass transit market with a car design-built of wood-laminated with steel.

Toronto: The new joint CN-Prov. Govt. operation will utilize 48, 125 seat coaches and 10 diesel locomotives. Equipment, perhaps the last order for passenger diesels, is due late in 1966. Operation will include free parking and feeder buses.

Philadelphia: Work is scheduled to start on the tunnel between PRR Suburban Station and Reading Terminal early in 1966-the Federal Government willing.

Extra: Red Arrow is rumored to be including new rail for the Media line on its plans.

MAIN LINE NEWS

PRR is adding 325 new steel coil cars-all built at the Samuel Rea Shops. Also under construction are 120 new cabooses equipped with electric lights and markers. The cabin cars are painted bright orange. The Rdg's "Schuylkill" grill car is now out of service at Wayne Jct.-and available for sale.

The PRR and LV are making several changes in trackage in Pottsville-Hazleton area-the last of the old PRR route to Wilkes-Barre will be sold to the LV and the PRR pulled back to Pottsville. Also in the area, reports have been received that steel catenary poles formerly used on PRR Norristown line will be employed on the Fox Chase line electrification.

Reading is ripping up 8 miles of its Schuylkill branch. PRR experimental rectifier electrics are enroute to Coatesville for scrap; roster now includes only 13 B-1's, 2 L-6's, and 2 DD-1's plus the GG-1's and E-44's.

News from the passenger side is very gloomy. With the exception of the B&O's continued leadership with its experimental bi-level transportation of passengers' autos, the only favorable news was the CB&Q's strong support of the California Zephyr. (Your editor saw this train in Fairfield, Iowa just two weeks ago with spotless, stainless steel equipment including 3 dome cars and an observation dome). Partner WF has exhibited some doubt about its only passenger trains. The Q called this unique train profitable but not a spectacular money maker. Elsewhere, the reduction of passenger trains continued; the Frisco received permission to end all service except one train each way between St. Louis and Oklahoma City and Kansas City and Birmingham; the EL cut its Scranton service as well as passenger cars on its mail trains 728; the CNJ made cuts in 23 trains as a result of loss of mail contracts; all sleepers and diners are gone from the Rock Island except those on the Golden State.

ICC has authorized the NYC to acquire additional stock of the P&LE to give NYC approx. 80%. This will permit tax and financial benefits not now available from NYC's present 67% possession.

SOUTHERN IOWA

A recent trip to the midwest took your editor to the hospitable Southern Iowa, an all-electric line in south-eastern Iowa that covers 13.3 miles between Centerville and Moravia. As we had come from Des Moines, we first stopped at Moravia. A box-electric stood outside the terminal, and the generator was heard at work on the inside. After a brief visit with the nearby N&W station-master, the wife of the SI's owner drove up. She was to turn off the Moravia generator upon telephone call from the station-master at Centerville and proceed there by car to pick up the crew. I had just missed their departure by minutes, but she advised I follow a certain road that crossed the rail a number of times in hope to catch them.

We caught them just outside Centerville. The crew (two men and a cocker spaniel named Toot) had just served a furnace brick kiln, which along with a grain storage depot provides the SI's main revenue. I photographed the freight motor as it passed. Much to my surprise, they stopped after passing and asked me aboard. The rest of the way into Centerville I was an appreciative cab passenger.

The track was in deplorable condition, and weeds were abundant between the rails. The motor proceeded at no more than 10 mph, but the noise it created was wonderful. We switched into the car barn at Centerville whereupon my hosts graciously showed me to a grand tour of their domain. An old North Shore steel interurban and an ex CA&E interurban were among the collection along with assorted line cars and cabooses. My visit ended with a tour of the main depot and office at Centerville.

I cannot begin to describe the wonderful hospitality shown me by the SI. Of all places I have ever visited, these wonderful people made me feel right at home. If any of you ever get to Iowa, be sure and visit the SI along the way.

BUS TRIP TO EBT

The Chapter is planning a bus trip to EBT on Saturday, Sept. 25. Deluxe buses will be provided at a fare of \$5.00 per person, 30 people being needed for this arrangement. Buses will leave 30th St. at 8:00 AM, with a So. Jersey pickup (details later) arranged beforehand. Scheduled arrival at Orbisonia is for 1:00 PM so 3 round trips will be possible. All day fare is \$3.00, with the trolley line at 15¢ per ride. A possible side trip to Mt. Union may be arranged. Departure from Orbisonia will be 5:00 PM, arrival at 3rd St. at 10:00 PM and a discharge for So. Jerseyites arranged.

HERE AND THERE

The current flyers, ads, and timetables of the CNJ appear to be dropping the term "Jersey Central Lines" and using C.R.R.Co. of N.J. instead. Even their "Statue of Liberty" emblem has been relettered.

The American Order of St. David is broadcasting its annual Battle of Bosworth Anniv. program over WCAU 1310 on Wed., Aug. 25 at 6:45 PM. Of interest to steam fans is the international steam locomotive salute which concludes the program. All railfans are invited to guess the identity and location of the locomotives contributing their whistle blasts to the salute; all are authentic and not a studio simulation. In the program the occasion is explained, appropriate music played, and what makes the whistle salute relevant is described.

Two Moorestown fellows are operating a little steam line weekends at Raucocus Woods on Creek Road. The line is 1 1/2 foot gage. Neighbors have complained and they must relocate the track 30 feet from the property line.

Tim Bruno has hiked over the Trenton-New Brunswick portion of the PRR where the high speed HRA-Federal grant, demonstration project is to take place. Only three curves over the entire 25.4 mile route. All track is 80 mph with the Congressional covering it in 20 minutes for an average speed of 75 mph. All turnouts are for 45 mph running. New ties and new rail are in abundance, so the entire route is in excellent shape for the demonstration project.

PTC Route 40 is now using Woodland Ave. as its terminus.

The Sabine River & Northern RR, a newly organized corporation in southeast Texas, has asked ICC for permission to obtain rights over a line of the NP and issue securities to finance its project.

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