

# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



## CINDERS

December 1965

Vol. 1, No. 11

### SHORT LINE NEWS

Since 1915 the Unity Railways Company has hauled coal. Originally, it was from a mine located on the short line at Renton, Pa.; but in 1942 a one and a half mile line was built to connect with the PRR at Renton Junction. This line was used to move raw coal from a mine on the PRR to a cleaning plant at Curtisville on the Bessemer and Lake Erie. The Unity was used to literally lift the cars from the PRR to higher B&LE. This was accomplished by moving the coal East from the PRR interchange to New Texas Junction and then West to the B&LE. All this ended recently.

The mine on the PRR has constructed conveyor belt from the mouth of the mine to a loading dock at Unity Junction on the B&LE. This effectively eliminated most of the Short Line's traffic.

The six mile road has stored its EMD switcher and leased some of its trackage to the B&LE. After paying regular dividends since 1929 (except for the war years), the line appears headed for the same destiny as the Toledo and Eastern which was abandoned after losing its coal traffic to a barge line.

California's Amador Central has added an "Official" number nine to its roster with the purchase of a 1200 hp. 120 Ton Baldwin Diesel switcher from the Sharon Steel Company. The road's "Unofficial" number nine has been former Yreka Western 2-6-2 #9.

The Oahu Railway and Terminal Warehouse of Honolulu is seeking to abandon a half mile of its narrow gauge line. The remaining nine mile of road will be transferred to a newly formed subsidiary - The Oahu Railway.

A major battle has broken out over the plan of the newly formed Tampa Phosphate Railroad to construct a line into the Tampa, Fla. port area. The TPRR was proposed when the ACL and the Seaboard announced plans to handle the phosphate rock traffic through the planned post of Manatee, bypassing Tampa. The large roads have cited high costs and operating restrictions in their opposition to the Short Line.

### SMOKE UNDER WIRE

Steam returned to the PRR as 4-4-0 #1223 pulled a Santa Claus Special from Strasburg to Lancaster. The 1905 Juniata Graduate, which had last seen service on the Delmarva during WW II departed Strasburg at 8 A.M. on Nov. 20th with four P-70 FBR's. The D-16 backed down to the junction where it was met by a PRR EMD switcher. At about 8:35 A.M., after #600 passed, the cab signal equipped switcher took the point and the entire train ran West on the Eastbound main into Dillerville Yard. There the diesel was cut off and the American lead its train down the old main line into the Quarryville branch (Water Street) to King Street. After Santa detrained, the diesel reappeared and pulled the entire train back into the Dillerville Yard.

Here the four coaches were dropped and the steamer and its diesel escort departed light for Lehman Place. The crew enjoyed the run as the Strasburg rebuild showed her Altoona heritage by literally pushing the diesel, hitting 45 or 50 mph.

### MERGER SCOREBOARD

ACL-SAL -- In a recent ruling the U.S. Supreme Court sent this case back to a lower court for review of the ICC's decision by the standards of the Interstate Commerce Act. The ICC and the roads had appealed the lower court's decision that all rail mergers were subject to anti-trust regulation despite exception under the I.C. Act.

C&EL-MoPac-N&N -- The control of the C&EI by the Mopac, and sale of its Evansville-Chicago line to the L&N, has received approval by the ICC. However, the Illinois Central has obtained a temporary injunction even though the IC petition for review has been rejected by the ICC.

PRR-NYC -- This long standing case is less than a month away from completion. Almost all opposition has been eliminated as both carriers have agreed to purchase the New Haven's freight service and operate essential passenger service.

### TRACTION TERMINAL

WABCO will automate the Montreal "Expo" trains. Union Switch and Signal, a WABCO subsidiary, has received a 1.1 million dollar contract for the work. The system will consist of an operation control center, wayside transmitters, and train carried equipment. Visitors will be able to view the layout of the transit network at the control center. The dispatcher, who will be able to override the automatic equipment in emergencies, will transmit signals from the center to the Wayside transmitters which will feed the control impulse into the rails. The operation cycle will be started by a train-side attendant who will start the train in cycle following the boarding of the passengers. The operation will be similar to that used by Westinghouse in its "Transit Skyway" project.

Branford reported that it has laid the first 100 feet of its Short Beach Extension. Restoration of Connecticut single truck Birney #2350 has also been completed. The car is now as it was when received by the Conn. Co. The museum's guide book has been reissued and is now available. A review is scheduled for the NRHS Bulletin.

Warehouse Point, its right of way faced with urban growth, has equipped its track gangs with a pair of Nordberg spike hammers, a Nordberg tie Gandy, and a Jackson multiple tamper. A 44 ton hopper car has also been added.

Pittsburgh Railway declared its first dividend since 1961. The Railways have been out of the transit business since March, 1964 when its rail and bus lines were taken over by the Port Authority.

Used PCC cars have become a hot item. Alexandria, Egypt, originally seeking standard gauge cars, has indicated it may settle for wide gauge equipment. Among the cars being considered are the 200 PCC's made surplus by the new Bloor Street Subway in Toronto, the 90 PTC cars from route 47, and the cars still owned by Pittsburgh Railways.

HELP WANTED - A traction fan, juice bug, or transit expert to cover the electrical side of the fraternity for CINDERS. No pay, long hours, much fun.

### SHORT LINE NEWS (Cont'd.)

The Tennessee Valley Chapter's 2-8-2 #6910 (ex-Southern, ex-Kentucky and Tennessee) was operated over the Southern at Cleveland, Tenn. The museum has also received three Pullmans from the Southern.

The ICC has approved the abandonment of the three mile Hannibal Connecting.

### MERGER SCOREBOARD (Cont'd.)

GN-NP-SP&S-CB&Q -- Still before the Commission.

UP-RI-SP -- The Union Pacific, in its guest of the Rock Island has met with strong opposition from the MoPac. Major opponent remains the C&NW, with the Rio Grande fearful of a major loss of traffic.

CNW-CGW -- Merger complete.

N&W-C&O -- This is the most muddy of all the cases. The N&W, seeking union with the C&O family (C&O-B&O-RDG-CNJ), has found the ICC reopening its NKP-WAB merger at the request of the EL, D&H, and B&M. Hearings on the three road petition for inclusion will start in February.

CINDERS, published monthly, does not necessarily reflect the position of the editor, the Chapter, or the National Society.

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Deadline for next issue January 10, 1966.

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### MAIN LINE NEWS

A dying institution - the passenger train continued to make news - in and out of the industry.

The Canadian National announced plans to provide the fastest train service in N.A. between Montreal and Toronto. Called "Rapido" the trains will complete the 335 mile run in just under five hours, some 90 minutes less than that provided by present equipment. Both coaches and diners will be included.

For the new Toronto commuter service which will be operated by the CN, the Province of Ontario is purchasing 40 stretched out (85 feet) Toronto subway cars. Nine additional cars will be purchased, equipped with Rolls-Royce turbines.

The Long Island is also to receive a gas-turbine equipped car. The New York State Metropolitan Commuter Transportation Authority wants Federal funds to purchase and test such a car on the LI between Bethpage and Ronkonkoma. The laboratory car would be designed and built by Budd and fitted with two 500 horse power turbines from the Garrett Corp.