

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

June 1965



CINDERS

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CHAPTER PRESIDENT'S REPORT

The 1964-65 season for the Phila. Chapter NRHS is just about history and I believe that a review of the developments of that season is in order. Your chapter has made substantial progress during the past few months and I would like to touch on just a few of the highlights.

First, our chapter publication CINDERS has returned to circulation. The response to its publication has been highly favorable and I would like to remind you that its continued success depends on you, the members, as its contributors in the reporting of trips and news.

Second, fantrip activity was resumed when we rolled our PRR-B&O special down to Harpers Ferry on May 2nd. The success of this trip was due mainly to the herculean efforts put forth by our Trip Chairman, Carl Landeck, and his assistants. Despite the many roadblocks which were thrown in our path, we garnered a crowd of 704 paid passengers, and this, mind you, with just three weeks publicity. We hope to offer several unique fan trips in the coming season.

Third, chapter membership has been edging upward over the past several years. Attendance at both our dinners and meetings continues to increase. It is especially heartening to note the many new names on our roll and to observe that a good number of them are young men of high caliber. Our chapter is fortunate indeed to be able to hold its activities in the Engineers Club of Philadelphia and it is hoped that we may in time obtain some affiliation with the Club.

Fourth, the chapter treasury is quite sound and your officers will continue to pursue a sound fiscal policy, wisely avoiding reckless spending and returning the benefits of a balanced budget to the members in the form of fan trips and publications. Most of you are aware that our main source of income is a successful railroad fan trip and conservation of this income is an absolute essential when we consider the future of railroad passenger service. It is quite possible that our off the beaten track type of trip will cease in the not too distant future.

Finally, your chapter officers have been given the support we need to put our projects into action. Remember, your officers serve without compensation and our reward is your approval and the satisfaction of a job well done.

(cont)

All this is tangible proof of a resurgent interest in the railroad hobby on the part of our membership. Railroading has much to offer to us in these dynamic times; the hobby is not dead merely because steam engines and streetcars have perished. New developments in diesel traction, rolling stock, signaling, rapid transit, etc., can absorb our interest if we will just broaden our outlook a little. The fact that we call ourselves historians does not mean that we must think in the past. History is being written every day and we are a part of it.

Best wishes for a pleasant summer and don't forget to crank up those cameras during your travels.

R.W.Fredrick
President

LIBERTY BELL SPECIAL

A replica of the Liberty Bell was transported to the New York Worlds Fair aboard a special train last week. The train departed PRR's 30th St. Station from platform C on the upper level. Consist was GG-1 #4928 (important since TRAINS messed up 4836 vs. 4876), F.B.R. coach #1680, Bobtail Observation #1133, open platform lounge "Queen Mary" #7125, and scenery car "Juliet" #6062.

A.J.Greenough, PRR President, Mayor Tate of Philadelphia, Lt. Gov. Shaffer, and a "Revolutionary" Color Guard were among those on the special train.

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 JULY 5, 1965.

Send news to W.R.Durrwachter

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MAIN LINE NOTES

Equipment: This month the PRR will start a 3 month road test of two new 3000 hp EMD units. The units, numbered 434 G&H, are a single engine, six axle, six motor model and are equipped with an alternator rather than a DC generator. Elsewhere on the PRR, GG-1's were tested north of New York over the NH. Units were seen at Norwalk, Conn. on train #173, The Senator.

Two gas-electric cars, the last on motive power roster, are stored at the PRR's Wilmington shops

Western Maryland BLD 1000 hp switcher #129, was seen recently working the B&O yards in Philadelphia.

Service: The passenger front continued mixed; while the M-K-T sought to drop its entire service, The Frisco has offered to operate two trains between the midwest and the south and southwest on a one year trial if permitted to drop all present service. North of the border, the CNR has said it is determined to make profit from passenger service sooner or later, and the C&O/B&O and the Burlington seem bent on doing the same in the US. Even the ICC is careful to investigate most passenger train curtailments. The rail lines gained a new supporter when the Vermont legislature asked Congress to force retention of rail mail service between St. Albans and White River Jct., Vt., over the CV. Head End traffic now results in over one third of all passenger revenue.

Freight service took two large steps forward on the NYC. The Central's Super-Van reduced transit time by 24 hours and now offers 22 hour service between St. Louis and the east. The second large factor was the initial movement of a unit train of Hot Steel Slabs from Buffalo to Burns Harbor, Ind. Service is so good that some of the steel arrived in Indiana still warm. Two trains are operated weekly, but daily service is planned for the future.

From Elsewhere: The Reading, already in a proxy fight, claims that it may break even in the first half of this year. Logan, W.Va., received a large gift from the C&O as that road donated its station to the city for use for civic departments. The building, constructed in 1921, has not been used since 1959.

The merger picture is somewhat muddied. The UP, with some 85% of Rock Island shares in its camp, has extended its offer again. A district court, however, has returned the ACL-SAL merger to ICC for review. Milwaukee stockholders have voted approval of the projected merger with the C&NW. The Frisco-Santa Fe study is almost complete.

The NYC will exchange 52 miles of trackage rights over the B&O for 107 mile operation over PRR to improve access of the Indianapolis "Big Four" Yard. The CN formally opened its \$75 million yard at Toronto.

Special: A new commuter operation, subsidized by the Province of Ontario, may soon serve the expanding lakeshore corridor. The service will

provide high frequency service over a 52 mile section of the CN east-west main line. The government will provide ten new locomotives as well as 48 new cars, station facilities and necessary right of way improvements as well as the annual fee to CN of \$3.5 million.

HONEYMOON VIA RAIL (MOSTLY)

Chapter president Fredricks and his wife Alice had a very enjoyable honeymoon trip out to the Midwest and around the Great Lakes. They traveled via PRR #25 to Pittsburgh, B&O #7 to Gary, thence SS into Chicago. Aside from sightseeing in Chicago, they managed to ride the Skokie Swift and the Lake St. El. Then C&NW to Milwaukee, GT carferry to Muskegon, no comment to Detroit, thence CNR to Toronto and Niagara Falls. Returned to Phila. on the Pennsy Day Express from Buffalo.

Norwood, Pa. is the Fredrick's new home; on Love Lane no less. They thank all who attended the wedding and gave such wonderful gifts.

TRACTION TERMINAL

Twelve ex-Rio de Janeiro, Brazil, open cars are on their way to the USA. Three of the cars, two single truck and one double truck, are destined for Railways to Yesterday's museum at Rockhill Furnace, Pa. Other purchases include Harry Magee's operation at Bloomsburg, Warehouse Point and Oregon Electric Ry. Hist. Society.

The CTA has asked for bids for electronic signal and speed control equipment, including cab signals, for the Lake Street Line. This first step toward automation is estimated to cost over \$1 million.

Pittsburgh's PAT has received a \$5.5 million mass transit grant for the purchase of 180 new buses and the necessary garages.

Among the locations visited by the Chester County Commissioners on their mass transit survey were such key points as Glen Lock, Phoenixville, and Kennett Square.

The battle line for control of the South Shore is being clearly defined. The 90 mile juice line has asked for community support of the C&O petition for control. Additionally, the SS has gone to court to prevent the Monon from possibly using funds of a projected mortgage in the control case.

An old orange car will roll on the streets of Pittsburgh for the first time in several years when the Arden Trolley Museum operates a rehabilitated high-floor car, M-454, over the Emsworth Route of PAT on July 17th. More such rambles are planned if M-454 is found to be in satisfactory running condition.

PTC's "car barn" at Llanerch may be abandoned if the Ardmore Trolley line is abandoned.

Seashore Trolley Museum, Kennebunkport, Me., expects the arrival of a Hamburg, Germany tram, sometime this month. Expect the arrival about June 12 at the port of Boston. The car will be on display during the 6th Annual Trolley Festival.

SHORT LINE NEWS

Hawaii's last common carrier, the 40 mile Kahului RR, has asked permission to abandon its entire line. The 3 ft. narrow gauge line, which is powered by 5 diesels and a 2-6-2 #12, has been in financial ill health for some time, and now considerable capital is required to catch up on the extensive deferred maintenance. The road claims there is no foreseeable increase in traffic. The only remaining operation in "the Islands" is the Oahu Ry. and Terminal Warehousing at Honolulu.

In Michigan, the Detroit and Mackinac Ry. dropped its branch to Au Gres; while in Tennessee the Southern's newly formed subsidiary, The New River Railroad, has received formal permission to purchase the Brimstone RR.

Another Southern family road, the South Georgia Railway, has purchased a mile of track at Adel, Ga., from the Georgia & Florida, also a family member.

The Kansas City Public Service Freight Operation, managed by the Ashley chain, is reported to have purchased part of the former Kansas City and Westport Belt Ry.

The ICC has granted authority to the newly formed New Hope & Ivyland to purchase track from the Reading and operate as a tourist attraction. In all, 16.7 miles of track will be involved, at an asking price of \$200,000. The NH&I will continue the three times weekly freight service now performed by the Reading.

Two engines for the NH&I are being overhauled in the Reading's St. Clair shops. One is from the CNR, 1911, the other a 1925 Baldwin. President L.H. Myers says two others will be purchased from the Virginia Blue Ridge Railroad.

MIDWEST TRIP

Dave Engman reports on his May excursion into the midwest. He began via the PRR's Broadway Limited. An enjoyable ride brought him to Ft. Wayne, Ind. right on time the next morning.

Next was a ride on the "Wabash" Cannonball, in and out of sidings all the way to Lafayette, Ind. as the east-bound freights were out in full force. Dave stayed at Purdue Univ. in Lafayette. While there he saw a GE 45 tonner 2/42 #15156, which they use daily, a 44T Whitcomb class 44 DE8 #60037, two Orton loco cranes, and a hopper car. Most of the rail museum and test lab there has gone to the Museum of Transport in St. Louis.

The Monon brought Dave to Chicago for a ride on the Skokie Swift, the new Lake St. El cars, and, of course, a visit to Owen Davies book-store. From Chicago, the EL began the homeward trip with a good dinner in the diner - after the electrician fixed the power. DL&W's 322, an HH Alco, is sitting in derelict shape at Corry, Pa. New track is being built west of Salamanca to escape being flooded by the infamous Kinzua Dam. Though late several times along the way, the train (#2) arrived in Newark 8 minutes early (the advantage of a passenger

HERE AND THERE

Of local interest to members, Hugh R. Gibb, a 25 year member, was elected Historian of the National Society at the meeting of the Board of Directors on April 24, 1965.

The SP ended trains 57 and 58, the Owl, between Oakland and Los Angeles on the same day the Santa Fe ended its Golden Gate trains 60 and 63 between Richmond and Bakersfield.

ICC is holding hearing on the CGW application to go freight-only by dropping the Omaha-Minneapolis train. Hearings will also be held on the MoPac's effort to take off the last Omaha-KC train.

The Soo Line has renewed its efforts in support of the pending C&NW-CGW merger consolidating with the planned C&NW-CMStP&P merger. This will be set for a hearing by the ICC on a common record.

The MKT intends to discontinue its remaining passenger service. This consists of 4 daily trains between Kansas City, Mo. and Dallas, Tex.

A Commission hearing examiner recommends ICC approval for continued operation of the AT&SF over a line of the SP between Kern Jct., and Mojave, Calif., a distance of about 68 miles.

President Johnson, on recommendation of the ICC, sent a plan to Congress for reorganization of the ICC's locomotive inspection procedures. This ought to bring a few comments from unions.

Monon has applied for authority to control the CSS&SB through purchase of a majority of the SS's capital stock. Thus, the Monon joins the C&O in attempts to control SS. The Monon classifies itself as a bridge carrier, as is the SS. Monon argues that "existing bridge lines should be strengthened for the benefit of all connections and the public---" rather than to be absorbed by one of its connections. C&O has contended SS cannot stand alone against the great combinations of large railroads.

The PRR has 90 some headend cars sitting in Delmar, all in pretty poor shape. Among them are former RPO, storage, Pennsy-Railway Express, horse and opera cars. The former opera cars have names such as Mozart on the lower left hand side and the REX number on the lower right.

The new Chesapeake and Delaware Canal bridge at Kirkwood is about ready but the new channel under it is still being dredged. The lift span is about 500 ft. long compared to the current 300 ft. span to the north of it. A curve was removed here making a tangent of 10 miles from Porter to Middletown.

NYC's Adirondack Train, Utica to Lake Placid, has made its last trip. Having gone to school near this area and rooming with a fellow from Lake Placid, your editor is sad to hear this train and its many interesting tales and stories fall by the wayside.