

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

March 1965

CHICAGO REPORT

Vol. 1, No. 2

Chapter members L. Hoy and M. Bennett, accompanied by their wives, visited Chicago recently. PRR #49, the General, was only a few minutes late so our travelers were able to catch one of the South Shore's three Saturday South Bend Locals. Permission to ride in the baggage compartment of the local car made a front end view possible. Most interchange tracks and many industrial sidings were full of new covered hoppers and DF cars. Two of the rebuilt NYC motors were switching the industrial park created by the SS's South Chicago cut-off. Although the SS has not been able to serve Bethlehem Steel's new Dune Park Plant, the juice line has benefited from several new industries in the area. The track is in superb condition except for the passenger only street trackage in South Bend. Photographed at the small yard in South Bend was the former Indiana Railroad RPO which is regularly used as an express trailer. Returning, a second freight was observed, again headed by two of the 700 series motors. The "Little Joes" and several steeple cabs were on the ready tracks at the Michigan City Shops. Several of the unrebuilt MU's were spotted at Gary awaiting Monday's commuter rush. The SS is reported interested in Budd's Pioneer III's if it can get some form of public assistance. A ride on the Evanston shuttle showed that the third rail had been extended from Howard Street to South Blvd. This work, being done by the CTA track crews as time permits, eliminates the maintenance of overhead through the Howard St. interlocking.

Riding the IC Electric revealed the 35 year old equipment to be in top notch condition, although it is known that the IC is considering replacements. The Panama Limited was observed immaculate as ever, only 5 minutes off the time card. On Washington's Birthday a tour was made of Pullman Standard's passenger car plant which was working that day. Well along were the MU's ordered for the NYC by the Port Authority. Construction was beginning on a KCS order for seven new reclining seat coaches. Undergoing complete rebuilding were 2 KCS coaches and a Budd built (ex-NYC) observation. These were the last of a program which has seen most of that road's passenger fleet similarly upgraded by P-S who recently supplied the road with several new baggage cars. One object of the trip was to ride the new P-S built cars on the CTA, regularly assigned to the Lake Street line. Attractively styled, the big windowed cars perform well, but have a relatively high interior noise level.

TRACTION TERMINAL

Dick Lane made his annual mid-winter trip to a certain point of rail fan interest near Kennebunkport, Maine over the weekend of Feb. 13-14. High point of the weekend was the opportunity to take the controls for one of two round trips made with Seashore's newest "toy," former Oshawa Railway locomotive 300, a Baldwin Westinghouse steeple cab, which arrived at the property just after Christmas. Running lights as "Extra 300," the motor was duly recorded on film as she proceeded over the snow covered Maine landscape under LVT style catenary.

John Francis reports from San Francisco, adding to last month's report on SF's cable car system repair - indicating that no definite plans have been made regarding changes in trackage. John reports that the constant turnover in operating personnel seems to be almost as great a problem as the age of the system. It requires strong muscle and good mechanical skills to effectively operate the system over SF's hilly streets. Repairs start 3/21, will last 3 weeks and cost better than \$1 M.

PENNA. RAILROAD MUSEUM

A recommendation committee, formed for the purpose of choosing a site for the proposed Railroad Museum of the Commonwealth of Pa., has come out in favor of the Strasburg Railroad location. Although gaining the favor of the committee, Strasburg was not without close competition from the East Broad Top Railroad and Mt. Union, Pa. Last year, you may recall, EBT was designated as a National Historic Landmark by the National Park Service. Dr. S.K. Stevens, Executive Director of the Penna. Historical and Museum Commission, proposed the designation.

NEW HAVEN

The New Haven Railroad has petitioned the ICC for permission to cease commuter service between Grand Central and West Chester County, and to reduce Stanford, Conn. service. The ICC has postponed the request which was to become effective March 29, 1965. Discontinuance will effect some 5000 commuters as service is cut some 50%. However this action will enable

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Red Arrow continues to install new ties on its Ardmore Carline while applying to the PUC for permission to convert to bus.

PTC's Woodland Barn will go part bus in June when routes 12,14,49,52 & D-1 start using bay #4. No effect on trolley operation.

St. Louis Car is the apparent low bidder for the latest order for 200 stainless steel subway cars for NYCTA. Bid was about \$100 less than Budd's.

DEADLINE FOR NEXT ISSUE APRIL 5, 1965.

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