

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

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CHANGING CREWS

"A transfer in location for the Pennsylvania Railroad has taken me to Toledo, Ohio. While in Philadelphia for the past two years, it has been both a pleasure and a privilege to be associated with the Philadelphia Chapter of NRHS and in close fellowship with many members. It has also been a personal satisfaction to once again renew publication of CINDERS. To this I owe wholehearted thanks to the very able and unselfish help of the publication staff, and to the many members who contributed of their time and knowledge for the make-up of each publication. With the continued assistance of so many, I'm sure CINDERS will continue to be an informative source of rail and transit information. I leave my editorship in very able hands, and with the continued assistance of the membership, I look forward to the continued growth and quality of each issue. I expect to contribute what I can from this section of the mid-west, so you'll be hearing from me from time to time. Best wishes to every one of you, and continued success to CINDERS.

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All of us who have worked with Bill getting "Cinders" started will miss his enthusiasm and interest. All the staff wish the very best to Bill and his understanding wife, Marion.

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

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MAIN LINE NEWS

The main portion of the B&O's National Limited (Balto-St. Louis) has been combined with the C&O's George Washington between Washington and Cincinnati. While the St. Louis sleeper, the slumber coach, and the movie coach operate over the parent road, the B&O provides a coach and a sleeper-diner connection over its line into Cincinnati.

The consolidation of the TWO roads is not limited to passenger service. Operations of both roads will be done from four joint regions, while Baltimore will become the engineering and mechanical center. Huntington, W. Va. will remain the principle shop.

The Reading has purchased two Budd built RDC-1's from the B&M. The cars, now being reconditioned at the Reading Shop will be used on the Philadelphia-Pottsville line. The RDG. has been routing several freights via Jenkintown rather than the N.Y. Short Line, during recent construction.

Traffic over the PRR has required the use of many Baldwin locomotives from the motive power pool. Some of the BLH shanknose DF-17's are now running and the BLH transfer units are back in helper service out of Philadelphia. As the latest order of 100 units begins to arrive this month, most of the Baldwin and older Alco road power will be retired.

Sixteen passenger extras are planned by the PRR for the annual Army-Navy game. The PRR is also a party to the new through trans-continental mail service. The 80 ft. mail cars go West in PRR #55 and East on the Admiral. West of Chicago the cars are handled on the City of San Francisco

Elsewhere the B&M has converted a RDC into a fully equipped business car, complete with a lounge, sleeping quarters, galley, and dining area. Except for some changes in Window area little external changes were made.

The National Cash Register has donated its fireless cooker "The Dayton" to the Atlanta Chapter for the Southeastern Railway Museum collection. Steam Town is reported getting N&W locomotive #1218.

Construction of new installations includes plans of the N.P. to build a 55 mile line in Western Washington.

SEASHORE TROLLEY MUSEUM NOTES

Chapter members R. T. Lane and L. L. Hoy, members of the Seashore Trolley Museum, visited Kennebunkport for the Annual Trolley Museum Assn. open house. Over 250 members and guests enjoyed a day of trolley riding and photography of the museum's sizable fleet. Seven cars were out of the paint shop this year including CRANDIC lightweight #118. Highpoint was the first public display of the restored "City of Manchester", the four-wheel private car of the Manchester Street Ry. (N.H.). This car was received as a body in 1939 and is the first car in any museum to be returned to operating condition from hen-coop status. The "City" is a showpiece of elaborate wrought iron work and cherry interior woodwork-including corner china closets.

Equipment operated included Eastern Mass. #4387, Milwaukee #861, Conn. Opens #838 and #1391, M&SC Lightweight #621, Montreal Observation #2, QRI&P #454, Montreal (ex Springfield) #2052, Boston's #386 ("The Cardinal" Car) and center-entrance #6270, and Oshawa steeple cab #300. The foreign contingent included Blackpool double-deck train #144, Rome #279, Nagasaki Brill-built #134, and newly arrived Strassenbahn #2710 from Hamburg, Germany. Branford will host the Museum Assn. Open House in 1966.

TRACTION TERMINAL

The trustees of Seashore have approved restoration of LVT's famed #1030. The ex-Indiana lightweight will be restored as the Allentown Speedster.

Johnstown Tracton has extended electrification of the Franklin trackless line and has reopened the abandoned Coopersdale car barn to store some of the equipment.

Progress has been made also by Railways to Yesterday. 1000 ft. of overhead material has been received to complete work on the 1000 ft. extension. It should be in service in the Spring. The combined narrow gauge coach and car barn is nearing completion.

The South Shore now provides service to 57th St. Station of the IC by ICC order.

SHORT LINE NEWS

EBT's 2-8-2 #17 has been out shopped and is now in service.

During late August, the Salt Lake, Garfield and Western went operating passenger service from Salt Lake City to Saltaire Beach using old open cars and a diesel. It is now looking for a steam engine for use next year.

(Cont'd.)

SHORT LINE NEWS (Cont'd.)

"Western Railroader" also observed the failure of passenger service over the NWP while its neighbor, the California Western's "Super Skunk", attracted overflow crowds.

Hearings before an ICC examiner on the Hoboken Shore abandonment plea have been postponed.

The contractor's railroad used in the construction of California's Oroville Dam may be used as steam excursion railroad.

KYW-TV reported recently that the planned purchase by the New Hope & Ivyland of the RDG's New Hope branch will permit the Short Line to start operation in the Spring. Equipment continues under repair at the Reading's St. Clair Shop.

The Everett Railroad has put its ex-Morehead and North Fork 2-6-2 #11 into service three days a week as its ageing Whitcomb diesel awaits repairs. The newly de-dieselized short line carried over 13,000 passengers over the summer months.

DECEMBER MEETING

Because of the Christmas Holiday, the December meeting will be held on the 10th. The meeting is open to wives and family.

MAIN LINE NEWS (Cont'd.)

The PRR will invest 7½ million dollars in a new coal dock at Ashtabula, Ohio. The new facility will handle some 3000 tons per hour, increasing capacity by 50%.

The Canadian National, perhaps the goingest passenger railroad around, has added seven ex-B&M RDC-1s, C&O RDC-3 #9082 and Budd demonstrator #2960. The CN has also placed its first large diesel order since dieselization in 1960. Ten units 3,000 horsepower will be built by GM Diesel and twenty 2400 hp. locomotives will come from Montreal Locomotive Works. Total cost 8.5 million.

The locomotive builders aren't the only happy rail suppliers. Some 42,000 freight cars are now ordered compared to 31,000 this time last year.

In preparation for the coming NYC-PRR merger, PRR President, A. J. Greenough has turned over reins of the Lehigh Valley to T. F. Nash, former Senior VP with the NYC. H. C. Kolout, LV GM also returned to the PRR as general manager of the Western Region of the big road.

The Penn-Central merger seems to be making real progress. Agreement in principle has been reached, whereby the NYC will operate the New Haven's commuter service under contract from the Transportation Authorities of New York and Connecticut. Operation of essential through passenger service has already been agreed on.