

# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



## CINDERS

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### TRACTION TERMINAL

The MBTA, in an image changing effort, has adopted a new symbol, a black "T" enclosed in a white circle, and a new general paint scheme; white around windows, gray roofs, yellow doors, and silver (or stainless steel) elsewhere.

As part of a federal mass transit grant, stations are being renovated with new lighting, floors, and wall and ceiling tile. Color coded route signs and maps will be added. Construction of a new tunnel under the Charles River and rebuilding of the bridge across the Neponset River are scheduled for the immediate future.

A cargo of 12 open trolleys has left Brazil, destined for the US. Three of the cars, two double truckers and a single-truck car are to be delivered to Railways to Yesterday at EBT. Warehouse Point will get three, the Magee Museum four, and two are the property of a Chicago equipment firm.

Dr. Harold E. Cox, formerly of Temple Univ., has authored a new book "Surface Cars of Phila., 1911-1965". A review of this publication is planned for the NRHS BULLETIN.

Copenhagen, Denmark is offering a special sight-seeing tour of the city - by streetcar.

### SHORT LINE NEWS

The Ill. Cent. announced plans to purchase the Miss. Cent. for \$2M. The chief attraction of the 148 mile, 10 diesel line, is a new paper mill at Brookhaven, Miss. The shortline will be dissolved and operated as part of the IC if the ICC OK's.

The CN has converted 40 former standard gauge freight cars for service over its 42 in. gauge Newfoundland line. 40 more cars will be added to the 2300 already in service. Only 131 miles of the 700 mile system are straight.

The NH&I has purchased the Newtown station of the Reading as well as 2 wooden passenger cars from the Erie Ave. wreck train.

Bill Wagner reports the operation of steam over the section of the former Huntington & Broad Top now operated by the Everett RR. Train is headed by a rather attractive 2-6-2 (ex Morehead & North Fork #11) and some unattractively painted passenger equipment. The train consisted of 2 rebuilt freight cars, an Erie Stillwell coach, a caboose, and a rebuilt Rdg. coach with small

windows and skirts. Ex H&BT caboose #16 was undergoing repairs. Bill also reports the George Hart operation over the Ma & Pa now includes 3 ex Rdg. chair cars from the 1938 rebuilding era as well as a former Rdg. combine. Equipment from the York Southern, including a H&B 4-6-0, is still stored in the yard at York. Hart had one of his CP 4-6-2's running on the WM. The trip to Hagerstown and return included WM, Rdg., and CP equipment.

From the win some - lose some dept.:

The Brimstone and New River will lease and operate the recently abandoned Brimstone Ry. in Tenn. A Southern Ry. subsidiary-The New River RR Co.-is seeking ICC permission to purchase the line.

The Reelfoot RR - the proposed three mile terminal line would serve an extensive rail-water terminal at Wynnburg, Tenn.

The Tampa Phosphate RR Co. - a newly organized shortline seeks ICC permission to construct a 30 mile line to serve a new port development in the Tampa area.

The Advance and Mexico RR Co - will purchase 53 miles of abandoned Frisco line between Nash and Poplar Bluff, Mo.

Going-The Hoboken Shore RR-a ten mile, 3 diesel line losing over \$7000 per month.

The Hannibal Connecting - seeks to abandon its entire 3½ mile line as plant modernization of fellow US Steel subsidiary-Universal Atlas Cement-will preclude future use of the line.

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

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## A VISIT TO VERACRUZ

Ed. Note: National member Bruce Brown and his wife recently visited Mexico; among the points of interest was the Cooperatiya de Transportes Urbanos Y Sub-Urbanos de Veracruz, S.C.L. The Cooperatiya, in addition to possessing the longest name of any trolley system in N.A., is also operating the newest street car line on the continent. The following is from Bruce:

"We had arranged with the management of the system before leaving Phila. to charter its last open car on Sat. morn. Car #15 was waiting for us on the carbarn lead track at 9 AM. The carhouse personnel greeted us cordially, although they were slightly astonished to find that there were only four passengers (another couple with the Browns). #15 was a real gem, a Brill product of 1907, single-truck with wooden benches and open sides, complete with longitudinal running boards and an air whistle! The only modifications evident were a new arch roof and solid ends. She was dressed in canary yellow with red trim and a black roof, as were all other Veracruz cars. For the following 3 hours (the charter rate is only \$4 per hour) we had the run of the system-and our accomodating motorman took us wherever we directed. Service is quite frequent and several times we had to cut our photo stops short due to following cars. The system has about 30 miles of track and we covered most of this in our tour. There are seven routes, all of which are one way, single-track(all cars are single end), with the exception of two blocks of two-way single track. There are about four miles of private right of way in the out-lying sections. In the downtown area, track is laid in asphalt or cement, usually on the side of the street rather than in the center. Most streets beyond downtown are either paved with cobblestones or are unpaved, and the trolley provides a much smoother ride than would a bus or automobile. The newest route, Cortes Lerdo, completed in 1964, is completely laid in cement even though it traverses many cobblestone streets. Consequently, most vehicular traffic moves on the right of way creating occasional problems."

"Despite the ESPECIAL sign which our car carried, it was difficult to keep regular riders off, and many would jump on the running board and swing up into the car without realizing it was chartered. We solved our problem by allowing several small boys to ride along with us, and at every stop they would run to the sides of the car and shout "especial, especial". My wife commented that she felt like queen for a

day riding through the streets in her royal coach."

"Track condition ranges from poor to excellent, with most of it quite good. The rolling stock is in generally good condition, with much evidence of recent painting and maintenance. The current roster consists of #15, the only open car left, 3 former single-truck open cars rebuilt as closed cars, 3 single-truck Birneys (ex El Paso, Tex.), 3 double-truck Birneys (ex Connecticut Co.), 3 Brill semi-convertables (ex Tampico, Mex., 2 of which are stored unservicable), 14 ex Pacific Electric lightweights and 11 Brill-built Peter Witts (ex Mexico City, almost identical to PTC 8000 series except for extra left-hand front and center doors). It appears from the looks of the system that the trolleys could continue operating indefinitely. The cars are well patronized and service is good. Although an interesting old city in its own right, Veracruz owes a considerable amount of its charm to its delightful transit system."

## MAIN LINE NEWS

Electrification of Rdg.'s Fox Chase branch is being pushed as steam coach conditions deteriorate rapidly (many Newtown cars need new brake rigging). Contractors are setting steel poles, and all wire crews will be put to work in effort to have electric service with the fall schedule.

A failure in GG-1 #4922 on 8/22 resulted in E-44's #4448 and 4413 being pulled off a freight at Overbrook and being assigned to #29, The Broadway. The GG-1 was left on for train heat.

Anheuser-Busch's private car, The Adolphus, was at the dining car dock in 30th St. station on Friday, Aug.27. The stainless steel car, with light green trim, carries the symbols of the Busch Brewery and the St. Louis Cardinals at each end.

PRR steam engines stored up at Northumberland are reported to be getting ready for shipment to Strasburg. This includes new paint and minor repair work. PRR class D-16, #1223, already at Strasburg, is now under steam and was heard exchanging whistle salutes with a GG-1 recently.

Failure to repeal New York State's full-crew law may force the NYC and PRR to route east-west traffic through Penna. when and if the two roads are merged. Crew costs in Penna., which has no full-crew law, are believed to be as much as 1/3 lower than in New York.

Frisco will build a new line 32 miles long in Missouri's lead country.