

# NATIONAL RAILWAY HISTORICAL SOCIETY

## CINDERS

PHILADELPHIA CHAPTER



Vol. 2, No. 7

August, 1966

### THE VIEW FROM NEVIS

#### Rule G

There must have been a few chuckles when the papers came out with the story that the Long Island Rail Road had been struck over the matter of booze. I won't comment about the issue other than to say that Rule G is in the book for good reasons. But I subscribe to the slogan "Beer Belongs, Enjoy It", especially as a passenger in a railroad club car.

My favorite club car is the tavern-lounge of the Electroliners. Excuse me, Libertyliners. Back in the wonderful days of the North Shore Line I usually rode from Chicago to Milwaukee on a train with standard equipment, stopping off along the way to take movies. Invariably, I caught the 5 P.M. liner back to the Windy City I would ride the front seat to North Chicago Jct., but by that time I was thirsty and the conviviality of the car with the pink elephants was just a few steps away. Well, to me there was nothing more pleasant than enjoying a few drinks while the motorman held that controller handle on the brass all the way down the Skokie Valley. You didn't really make the scene, however, unless you had a drink while the train negotiated the El into the Loop. And you just can't do that anymore!

Miracle of miracle, the liners still roll, even if only on the 13 mile P & W, and you can still have a drink in the tavern-lounge car. I am forever indebted to Mr. Taylor for this noble gesture. I like to ride the 5:30 P.M. from 69th St. now and then just to remember what railroading was really like. Three cheers for the Reading Railroad also, for inaugurating a refreshment car service on the Fox Chase line. Perhaps the commuter

### Short Line News

The newest of the new continued to make news as the New Hope and Ivyland opened for passenger business. Tie renewals, track surfacing, and grade crossing rehabilitation are being rushed to completion by a contractor as Reading F-7 #903 handles the freight service, substituting for damaged CN 4-6-0 #1533.

New equipment will soon be in use as Virginia Blue Ridge 0-6-0 switchers #7 and #9 were recently added to the roster. It is expected that ex-Army steamers will provide protection for both freight and passenger operations.

In a proceeding started over a year ago the ICC has turned down the request of the Hoboken Shore to abandon its line. The nine mile, two engine line suffered a serious loss of traffic with the removal of a major shipper. However, the ICC, noting the Webb and Knapp subsidiary made large rental payments for little used property and the increase in present and future traffic concluded that the line can be profitably operated.

In a convention preview the U S Army Transportation Center at Ft. Eustis, Va. had three of its GI 2-8-0's in service #606, #611, and #612 were used by Army Reserves Units associated with the PRR and the New Haven. #610, BLW-1952, nicknamed the Green Mountainer, was available for use, but not under steam. The prolonged dry spell did much to limit the reservist training at the throttle.

A new steam operation has been formed; operating over the PRR's Octoraro Branch between Wawa and Concordville. Application to form two new short lines, the Advance and Puxico (Mo.) and the Reelfort (Tenn.) have been denied by the ICC. The control of Prescott and North-western (Ark.) by Potlatch Forests was authorized by the ICC.

deficit will be reduced slightly by the revenue from the bar.

Seriously speaking, I believe in moderation in everything. But a few drinks on a train can be enjoyable, and other than ship's bars, a club car was the only safe, civilized place to have a drink on a moving vehicle. Buses prohibit alcoholic beverages being brought aboard and how the heck can you enjoy a drink in your seat on an airliner? As I say, it just isn't civilized.

I also liked the tavern-lounge cars on the Southern's Tennessean. Alas, they are no more. I rode that train quite a few times when on my way to Bristol to ride the Abington Branch or, to Roanoke, to savor the pleasure which that city had to offer. A drink or two before dinner in the little club section was fine while speeding back to Washington. The Erie-Lackawanna's Phoebe Snow still carries a tavern-lounge-observation which helps to make a trip between Hoboken and Meadville pleasant. Unfortunately, club cars are becoming hard to find. Better enjoy them while they are still rolling.

Just tell that engineer to take it easy on the curves.

Ben Nevis

#### TRACTION TERMINAL

Boston's MBTA proposed a \$229 million expansion program. The proposal calls for extension of the Dorchester-Cambridge line to the Alewife Brook Parkway; extension of the Lechmere line into Somerville; relocation of the Everett line from Haymarket Square. Also, included in the package is the Old Colony project to South Weymouth. Bids for rebuilding the Neponset River Bridge were opened this month...a first step in bringing rapid transit to South Shore points.

While Boston expands - Pittsburgh contracts. Routes #39, Brookline and #40, Mt. Washington, as well as the outer end of Route #87, Ardmore, will be abandoned on Labor Day weekend. Stepped-up bus delivery will soon permit all bus, weekend operation of the East End lines.

PTC has pulled its 2200 series PCC's, ex Kansas City, off Route #50 for the summer. Series 2100's and 2500's are used exclusively.

Contributors: W. Wagner, R. B. Brown, L. L. Hoy, S. L. James, M. L. Bruno, J. M. Mannix.

An American Institution, the passenger train, was again available for the traveling public as the airline strike continued. All lines reported increases with the PRR's East-West volume almost double. The Broadway has been carrying 18 cars, including 12 regular Pullman as well as the two sleeper-lounges.

Such standby service may not be available for the next emergency if the New York Central is successful in restructuring its passenger service. The NYC wants to drop all long distance service, including the famed 20TH Century Limited--replacing it with a series of high speed, short-haul shuttle trains. The new program, linking cities about 200 miles apart, would be bus competitive, but would not provide any dining or sleeping facilities.

Elsewhere, the passenger train continues to disappear. The Western Pacific, despite its recent agreement with the CB&Q and D&RGW plans to drop its portion of the California Zephyr. The abandonment of the WP's last passenger train will leave only the UP-SP City of San Francisco on the Overland Route.

The Soo Line has received an Examiner's recommendation that the line end its last passenger run, The Winnipeger, between St. Paul and Winnipeg, Man. The last regular passenger service on the B&M will end in September when the New York-Montreal trains are dropped between Springfield, Mass. and White River Junction, Vt. The ICC will investigate the E-L plan to drop #1 & 2, The Phoebe Snow; the Colorado and Southern-Fort Worth & Denver end of #1 & 8 between Dallas and Denver as well as the SAL plan to drop its Norfolk service.

The SP was told by the California PUC to keep running its overnight "Lark" as well as the San Joaquin Daylight. The adequacies of SP service between California and Louisiana will be reviewed by the ICC.

B. F. Goodrich Co. and the New York Central have developed a new grain car called the Flexi-Flator. The 5,800 cubic foot capacity car utilizes rubber inflatable diaphragms to unload the lading.

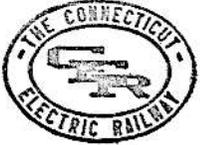
The NYC made considerably more news with its jet powered "Black Beetle." The rebuilt Budd RDC set a new rail speed of 183.85 m.p.h. during tests near Butler, Ind. on the NYC main line.

The NYC announced it will construct a new \$20 million dollar automated yard at Selkirk, N. Y. The new yard to be named for President Perlman, will be the fifth new facility built by the road.

A REPLY

The June issue of "Cinders" carried an appeal to area railfans to form the Philadelphia Car Committee to preserve that which remains of the area's traction equipment. Our editorial suggested that the acquired equipment be preserved in established museums.

Mr. W. E. Wood of the Connecticut Electric Railway Association has written, expressing that group's interest in the Committee. Because of the importance of such interest, "Cinders" is reproducing Mr. Wood's letter for the membership.



## CONNECTICUT ELECTRIC RAILWAY

ASSOCIATION, INCORPORATED

P. O. BOX 436 WAREHOUSE POINT, CONNECTICUT

July 20, 1966

Dear Mr. Bennett:

Your recent issue of "Cinders" Vol. 2, No. 5, was of great interest to our Museum. We feel that your editorial was well put in regard to the fact that a local group, who perhaps could not support a whole museum, but could support a car if a home could be found, should act now to save what is left of the older types of street cars.

Our Museum, not as large as some, but well in the fore as to operation and providing a good home for cars, would be most interested in meeting with your Chapter should they ever go further with this idea.

Our thinking would be that a Chapter or group should arrange to obtain a car, best possible if more than one to choose from; gathering enough money for purchase, shipping expenses, including loading, and possibly providing each year thereafter a small annual fund for purchase of barn space, insurance, and part cost of restoration materials.

We as a Museum would provide the necessary assistance in obtaining the lowest possible shipping rates, and would prepare all the necessary shipping papers, detailed information on loading, and protection for the trip to our Museum. At our end we would unload and move the car to the Museum rails, regauging to 4' 8½" if necessary. If the car was in fair condition it would then be maintained on a protective basis until the car could be placed in a barn stall, after which, as money became available the Museum would restore the car to original condition as near as possible.

Again, our hearty endorsement of your editorial, and best wishes for future plans in the Philadelphia area.

Very truly yours,  
CONNECTICUT ELECTRIC RAILWAY

*William E. Wood*  
William E. Wood  
Director

WEW:GHW

P.S. Our dates of operation now include Saturday afternoons 1:30 to 5:00 P.M.