

# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



## CINDERS

February 1966

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### CINDERS GOES TO EUROPE-II

Ed. Note: This is part two of Dave Engman's report on his tour of Europe:

After spending most of the day visiting colleagues at CERN, the large European center for nuclear research, I bussed it downtown to the steamer pier where I just caught one of the many excursion boats that sail about Switzerland's larger lakes. I traveled as far as Nyon, some 20 kilometers up the lake, walked briskly to the SBB (Federal Railway) station just as a red meter gage train of the Nyon-St. Cergue-Morez line ground past on the way to its shed near the depot. After a short wait I boarded a SBB mixed train going back to Geneva. In Geneva, I retrieved my luggage and boarded an express train to travel back, over the line I had just ridden, to Lausanne and Berne. The climb up the mountainside, at sunset, enroute from Lausanne, was a marvelous experience. Dinner in the diner--and soon we were in Berne where I made my base for the next few days.

The next day was perfect. I madly shot up the meter gage green trams of the city net, the green meter gage cars of the SZB (Solothurn-Zollikofen-Bern) interurban--then to the Hauptbahnhof. They are in the midst of rebuilding the main station there and it promises to be very impressive when finished. Next, I caught a south bound express train of the BLS (Bern-Lotschberg-Simplon) for Brig. En route I was treated to the sight of incomparable Alps and amazing feats of railway engineering. One of the greatest thrills of the trip occurred when the train burst out of a small tunnel and one could look down some 1500 feet to the Rhone valley below. At Brig, I changed to the Glacier Express, a meter gage train which runs over the tops of the mountains to Chur in the Southeastern part of the country. We had a compact powerful B&B motor, painted bright red, and four cars of the FO (Furka-Oberalp) line. One soon runs out of superlatives in

### RDC's to 30th STREET

PRSL General Order 1015 spelled out the changes taking place on January 16th and 17th in connection with the abandonment of the line between "Vernon" Interlocking, West Haddonfield, and "Center" Interlocking, Camden, to make way for construction of the new rapid transit line.

Tracks number 1 and 2 between these points have been redesignated "Collingswood Construction" tracks 1 and 2. Automatic highway crossing protection at nine locations are cut of service as are the four designated stations on the line.

Changes in passenger train service includes the establishment of a round trip, daily except Saturday and Sunday, between Phila.-30th St. and Wildwood, trains 1052 and 1063. At Wildwood 1063's equipment becomes train 463 for the run to Cape May via Wildwood Junction. The connection to Ocean City from Tuckahoe is train 263. The procedure is reversed by trains 252, 452 and 1052. The new Atlantic City schedule includes seven weekday round trips, as well as three weekend trips -- all originating at 30th Street Station.

The Budd cars handle all traffic except 1029, 1031, 1033, 1002, 1004, 1008, 1011 and 1022. Conventional equipment are all two coaches.

The Pemberton push-pull now operates into 30th St. for servicing, being wye'd on the upper level by use of the "subway". The RDC's including the Milville cars, are serviced at 30th St. also.

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## CINDERS GOES TO EUROPE-II (Cont'd.)

describing the scenery. Part of the line is rack worked. We were above the tree line several times and snow was near the tracks at some of the higher points. At Oberalpsee pass, we waited for our westbound counter-part carrying a diner. Our locomotive transferred the diner from the rear of the westbound train to our own. With a minimum of fuss we were off down the mountain! I must admit that eating lunch while going down an 8% grade on a rack, meter gage line was certainly a novel experience. At Disentis-Muster we went onto the "metals" of the RhB (Rhaetian Railway). Here we received a dark green box-cab B&B and left our FO locomotive behind. Soon we were in Chur, a major rail center on the RhB and the end of the SBB's standard gage operation. After shooting them up here for a while I got on another SBB express for Zurich, changing trains there for Bern.

Part III of Dave's report will appear in the March issue.

## TRACTION TERMINAL

Pittsburgh's Route 50, Carson Street, should not last until the end of the month. Routes 6/13, the new Brighton Road, and 21 Fineview will be removed in May when several north side streets are closed for an urban renewal project. PAT executive director John Dameron blasting the growing fleet of illegal jitneys in the Steel City's Hill District, drew fire from the Pittsburgh Press for failure to improve service on the rail lines into the area. The paper pointed out that with the abandonment of several routes the Authority should have sufficient equipment to make service improvements. The riders can't see any signs of progress.

Equipment orders made news; PATH, apparently believing the labor and financial difficulties which have beset the Aldene Plan to be solved, placed a \$5.3 million order for 44 new aluminum air conditioned cars with St. Louis Car Company. Delivery will start in September. United Aircraft was awarded the first construction contract in the Northeast corridor project. The project will be for two six unit trains powered by gas turbine engines. Pullman-Standard will do the basic construction work. P.S. also has ten CNW push-pulls under construction. Budd, finding its shops empty, is reported ready to rebuild 65 RDG MU cars.

When the DT&I abandoned its Toledo, Ohio -- Petersburg, Mich. trackage, it brought an end to the old "Ragweed Railway." The branch started as the Ohio and Michigan Electric Rwy. in 1900 which planned an interurban line from Toledo to Detroit via Ann Arbor.

## SHORT LINE NEWS

The Strasburg, enjoying a passenger volume befitting its role as leader of the steam tourist operators, is planning to add a second train for the 1967 season. The expanded schedule requires the construction of a passing siding at the Picnic Grove Station. Consideration is also being given to the purchase of additional equipment.

In the flow of railroad rate work, the carriers are preparing to cancel the reduced rates on steam locomotives which permitted the WK&S to move Bonhomie & Hattiesburg Southern's 2-6-2 #250 to Kempton and allowed the New Hope and Ivyland to add Cliffside 2-8-0 #40 to its collection. This action may be premature as both southern short lines still carry steamers on their rosters. The B&HS, a beautiful Baldwin 2-8-2 #300 and the Cliffside, a 2-6-2 #110.

Elsewhere, short line steam power continues to make news. Vancouver Wharves (BC) is reported ready to replace its two shays with British built diesels. According to the Southern Region of the NRHS, the shays of the Graham County Railroad will be pulling passenger trains by June 1st.

Wisconsin's Ahnapee & Western has discontinued operation over its drawbridge east of Sturgeon Bay. The bridge needs some \$25,000 in repairs.

The Brimstone case continues. The ICC has authorized the continued operation over the recently abandoned Brimstone by the independent Brimstone and New River. The B&NR was set up to operate the eleven mile line pending ICC approval of purchase by a Southern Railway subsidiary. No word on the disposition of the two shays which hauled coal for the Brimstone.

The last remnant of the abandoned Rutland to be salvaged, the Ogdensburg and Norwood, has until the 15th to get into operation.

Hearings on the abandonment plea of the St. Johnsbury and Lamoille County have been postponed - no date was set. The Georgia and Florida, now owned by the Southern, wants to end operation over 40 miles of road because of poor state of maintenance.

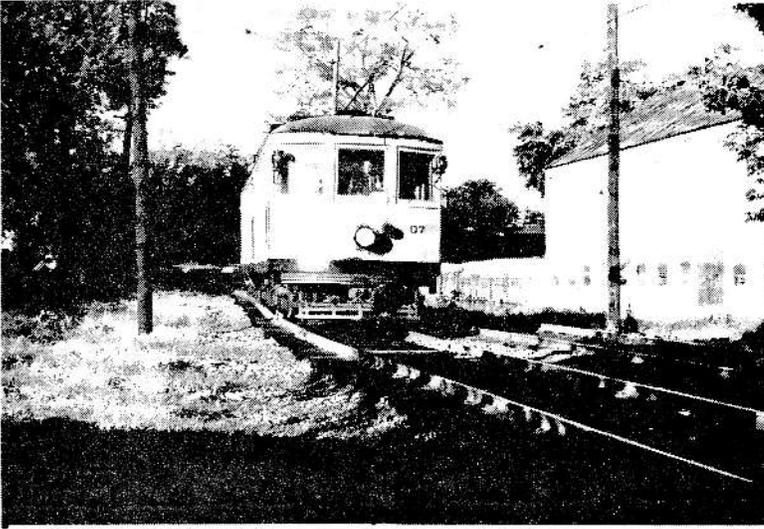
Capacity of the D&RGW's Silverton has been expanded with the addition of gondola #402.

## A NEW MOTORMAN

The first addition to Chapter President Roger Fredrick's crew was made on January 13th when 7 lb. 8 oz. Mark Wilson arrived. All hands are doing well, but oh that 2 A.M. refueling.....

## OUR CHOICE

In a busy and profitable year it is difficult to select the most memorable events of the year, but Cinders thinks these three events are especially noteworthy.

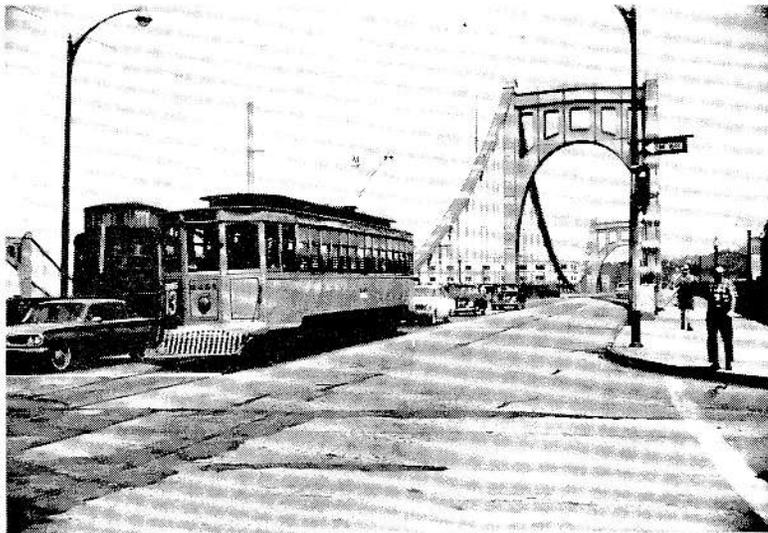
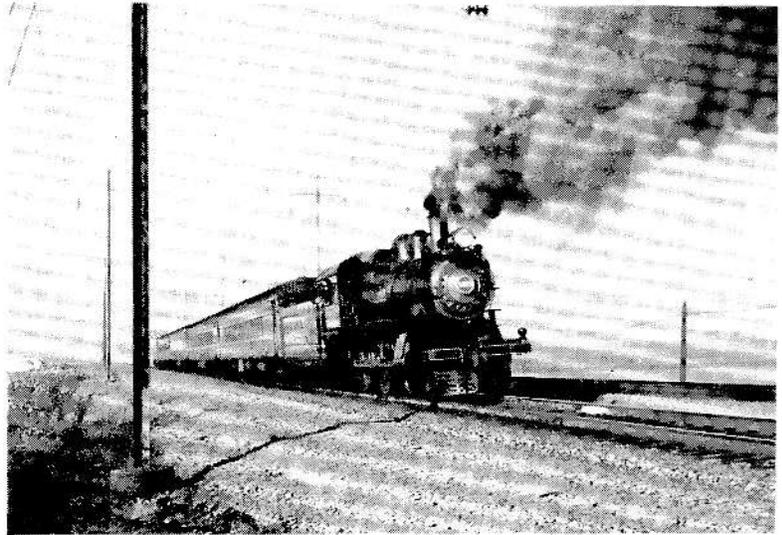


### TROLLEY TO ARDMORE

One of the few remaining examples of Jewett's carbuilding art, Red Arrow's line car #07, is shown in this familiar scene as the 1909 product enters double track below the County Line station on the transit system's Ardmore division. This will pass away if PST Co. has its way with the substitution of buses for rail cars. Initially planned for spring of 1965, conversion has been delayed because of strong opposition by riders, transit officials and civic leaders. A decision from the full PUC is pending.

### PENNSYLVANIA STEAM

For the first time since Union Transportation returned its borrowed B6 O-6-O, PRR catenary was darkened by coal smoke. Strasburg's rebuilt D16, #1223, lead four P70 coaches from the short line into Lancaster, Pa. to celebrate the arrival of Santa Claus. Admittedly under the guidance of a cab-signal equipped diesel shifter, the 1906 Juniata graduate atested to its Altoona heritage as it literally pushed its escort on its return to the junction. Strange indeed that a sixty year old dowager now wears the mantle of those much younger-- the Es, the Ks, and the Ms.



### PITTSBURGH HIGH-FLOOR

Rare indeed, in this transit era of the quick or the dead, is this somewhat fragile remembrance of a more colorful age. Pittsburgh's Port Authority permitted former Railway interurban, now emergency car M-454, to operate over its Route 13 Ensworth line. The July trip, sponsored by the Arden Trolley Museum, proved to be both an operational and financial success. So much so that the car made several other appearances including the final trip over PAT's single track Route 65.