

NATIONAL RAILWAY HISTORICAL SOCIETY

CINDERS

PHILADELPHIA CHAPTER



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THE VIEW FROM NEVIS

"Will The Railfan Become Extinct"

Don't you often wonder why people would be interested in railroads as a hobby? I find myself pondering this matter at times and have never come to any conclusion. Oh, the easiest answer is to say that we are a bunch of nuts and let it go at that. Perhaps we are, but then every hobby or pastime produces its share of fanatics. I think that sports fans are the worst, although I must admit they are responsible for some interesting train movements, such as the Army-Navy football specials or the race trains.

I remember that as a child I was interested in everything that moved, cars, trucks, airplanes, ships, buses, trains, and streetcars. However, somewhere along the way my interest turned toward rail transport and remained there. I suppose it was the mysterious machinery of the steam locomotive or electric streetcar which fascinates all boys. Anyway, I was hooked and have been following the iron trail ever since. And why not? Railroading is a very fascinating business, as much now as it was when I was a boy.

However, I am surprised to see that youngsters are still joining the ranks of railfans organizations. I believe it is due in part to the sudden expansion of steam powered excursion railroads. Almost every unwanted branch line is being eyed for its potential as a steam train operation. In any event, those steam engines seem to be producing a future generation of railroad fans and I am glad to see this. It is unfortunate that they will never experience railroading as we did. It is difficult to understand how an O-6-0 chuffing down the 4 mile Strasburg R.R. can generate interest in railroading, when we can remember a N&W

MEMORIES

Ask a traction fan what he remembers best and he'll stare wistfully at a lightweight skimming along an Iowa cornfield or perhaps listen to the rumble of a city car as it passes.

Ask a steam man what he remembers and he will look with dampening eyes at visions of K's and M's assulting the Alleghanys or perhaps of a Big Boy stalking around the Cheyenne engine terminal.

Ask a short line buff what he recalls and he will tell you of his friends, some gone - some very real. He will tell you of a timid youngster's careful footsteps along the weed grown path that leads, as it does today, to the Maryland and Pennsylvania's York yard. There, in the growing afternoon shadows, an elderly Baldwin 4-6-0 awaits her next call to duty. True, she's just a spare for the new diesels, but the M&P is still in steam.

Nor is she the only treasure, for the little yard is crowded with those useful relics which make up a short line: a four wheeled caboos, work cars, even a mail car waiting the next trip to Baltimore. At the yard's throat, water drips from the wooden tank.

Memories, too, of a Strasburg far different from that in Lancaster County today. Then, a gray, gutty little Plymouth tried, in vain, to keep the weeds from burying the aging rails. When the section gang went to work, its labors were interrupted more by the scent of spring blossoms or of fresh turned earth than the passing tonnage.

The Strasburg's neighbor, the Stewartstown, has its memories. But not ones of impending failure. Its imposing, by short line standards, and well preserved general office could only indicate that here was an operation meant to do a man's job with no quarter asked or given.

MEMORIES (Cont.)

If the Stewartstown had the air of purposefulness, the Louisville, New Albany and Corydon had one of hustle. It had to - with its tracks at Corydon going in all directions, only a jet propelled switcher could serve all those industries and still make the daily trip to the Junction and the Southern.

Pictures too, of recent vintage. Of the Baltimore and Annapolis' GE 70 tonner carefully arranging carloads of newsprint at one of its latest receivers. Of the W&OD, as its leased C&O Alcos slide an Alexandria bound freight past the remaining Whitcomb at Bluemont Junction. Of shining faces in Lake City, Michigan; Livonia, New York, and in New Hope, Pa. as dreams became the reality of steel and steam.

It is a good business--this short line business. It has its sadness, but, in time, even that becomes a fond memory.

THE VIEW FROM NEVIS (Cont.)

J-class battling up to Blue Ridge summit, or riding up the IC racetrack to Chicago behind a Mountain engine doing 90 per.

Will the railfan become extinct? I doubt it. But I sincerely hope that the railfan of the future will not confine his interest to the little steam railroads. Modern railroading still has plenty to offer, even if it is just a trackside view. Perhaps I am biased, but I derive just as much pleasure from watching a brace of U25's barreling down the Pennsy Middle Division with a hotshot freight, as I did back in the days when I rode the "Queen Of The Valley" behind a Jersey Central pacific.

No sir, I'm not giving up railfanning just because the times have changed. Apparently the younger generation feels the same.

Ben Nevis

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DEADLINE for next issue, Aug.

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SHORT LINE NEWS

On June 21, 1966, Pennsylvania added its newest steam short line and its first common carrier since the creation of the Everett Railroad, The New Hope and Ivyland.

The new company immediately started diesel freight operations, as required by the ICC, and began the necessary track work to bring the line up to safe passenger service standards. Some 3000 new ties were installed by a contractor in the seven mile section between New Hope and Buckingham, with most going into the mile and a half just south of New Hope.

On July 2nd, ex Canadian National 4-6-0 #1533, Montreal 1911, operating under its own power, lead former Cliffside 2-8-0 #40, Baldwin 1925, and the accumulated passenger equipment from St. Clair to the new home rails. Still to come is former Virginia Blue Ridge 0-6-0 #5. Regular operations start July 7, 1966.

Elsewhere. It is becoming more difficult to get out of the railroad business. Shipper opposition to the plan of the W&OD to quit has resulted in the formation of a Users Association. The new group is not only protesting the planned abandonment, but is prepared to purchase the line. A spokesman for the Association said that high priority would be given to the area's rapid transit requirements.

In Vermont, the plans of the Salzberg owned St. Johnsbury and Lamoille County to abandon met with strong protests from the feed and poultry interests, who control some 2000 cars.

The Rio Grande's narrow gauge system seems to have survived the winter shut-down. The last trains moved in mid-January but the freight piling up at Alamosa is mostly pipe, not a rush item. Three class K36 2-8-2s received major repairs; new tires were put on #487 and #481 received a complete overhaul. Roster is still all steam, 22 2-8-2s, with 1156 freight cars, ten cabooses, 21 passenger and 70 non revenue cars. A dozen stock cars were stripped of their superstructure and sold to the Six Flags Over Texas Park.

The Susquehanna and its embattled commuters are parting company. Effective with the expiration of its annual \$126,000 subsidy from the state, all passenger service over the 80 mile line will end. The state has indicated that it may take court action to force the continuance of the service.

REMEMBER RICHMOND 1966

STEAM SHORT LINE DIRECTORY

A handy guide to area steam operations

<u>Dates of Operation</u>	<u>Schedule*</u>	<u>Locomotives</u>	<u>Rolling Stock</u>	<u>Remarks</u>
BLACK RIVER AND WESTERN Flemington, N. J.				
Saturdays, Sundays and Holidays	1130AM 100PM 230PM 400PM 530PM	2-6-0 #565 Alco 1907 ex DL&W 2-8-0 #60 Alco 1937 ex Great Western Gas-electric #1 Mack 1937	Baggage-RPO #100 Combines #101,102 Coaches #103,104 Business Car #105 ex Canadian North. Cabooses #1,200 Office Car #106	Operates over PRR Flemington Branch. One of the most auth- entic roads. Special gift shops adjoin BR&W.
EAST BROAD TOP RAILROAD Orbisonia, Pa.				
Daily during July, August Weekends in Sept., Oct.	1200N 100PM 200PM 300PM 400PM 500PM	Baldwin built narrow gage 2-8-2 #12 Dec., 1911 #14 Dec., 1912 #15 Feb., 1914 #16 June, 1916 #17 Mar., 1918 #18 Sept., 1920	Brill/EBT built gas-electric #M1 Combines-2 Coach-1 Parlor Car "Orbisonia" Open Cars-2 250 hoppers 12 box, 14 flat 2 cabooses	Last oper- ating narrow gage east of Mississippi. An outstanding contribution to the National scene, EBT is an especially unique reminder of the golden age of railroading.
EVERETT RAILROAD Everett, Pa.				
Saturdays, Sundays and Holidays Special 7PM trip daily July, August	100PM 200PM 300PM 400PM 500PM 700PM	2-6-2 #11 Baldwin 1909 ex Morehead and North Fork	Coaches include former Reading cars	A common carrier, #11 has been used as standby for diesel. Gift shop housed in a 1917 sleeper.
MORRIS COUNTY CENTRAL RR., INC. Whippany, N. J.				
Saturdays, Sundays and Holidays	130PM 300PM 430PM	2-8-0 #385 Baldwin 1907 ex Southern 0-6-0 #4039 Alco 1942 ex Army	Coaches are ex CNJ. Cabooses is PRR N6b.	MCC operates over eleven miles of the Morristown & Erie. A road surprising un- touched by the age of the diesel.

*Time of departure from main station

STEAM SHORT LINE DIRECTORY-II

RAIL TOURS, INC.
York, Pa.

Sundays and
Holidays
through
Oct. 23

130PM
330PM

4-6-2s #1238, 1286 Combines-2
Canadian Loco. 1948 Coaches-6
4-6-0 #972 CP Rocky
All are ex CP Mt. Observation
0-6-OT #1251 Cabooses-4
RDG 1918 Baggage-3
0-6-OT #14 Bunk-3
Porter 1920 Tank-2
ex BEDT Milk-1

Regular trips are
over M&P to Red
Lion. Special
trips run to
Delta-67 miles.
4-6-2s are used
for trips over
the Western
Maryland.

WANAMAKER, KEMPTON AND SOUTHERN, INC.
Kempton, Pa.

Daily until
Labor Day

130PM
300PM
430PM

Weekends
'till Nov. 13

Trips at
2 and 5PM
Sundays

2-6-2 #250 Three ex RDG
Baldwin 1926 coaches, also
ex Bonhomie EL car, I&NE
& Hattiesburg gondola and a
Southern Reading Caboose
0-4-OT #2
Porter 1920
0-4-OT #3
Cooke 1911
both ex Colo.
Fuel & Iron

A growing museum
has been est-
ablished. Fine
history of the
Hawk Mt. Line
appeared in the
5/65 issue of
Steam Locomotive
& RR Tradition.

WILMINGTON & WESTERN RR.
Yorklyn, Del.

Weekends
untill
Oct. 30

100PM
200PM
300PM
400PM
500PM

4-4-0 #98 Combine-#410
Alco 1909 Coaches-
ex Miss. Central #571,581,603
2-6-0 All ex DL&W
Canadian Loco. 1910
ex CNR

Board trains
at Greenbank
Station, five
miles west of
Wilmington.
Operates over
attractive
B&O branch.

Information on the following is unofficial and supplied for convenience only

STRASBURG RAIL ROAD
Strasburg, Pa.

Daily
through
Oct. 17

+ will not
run after
Sept. 7

1200N
100PM
200PM
300PM
400PM
500PM+
700PM+

0-6-0 #31 Coaches ex
Baldwin 1908 RDG, B&M,
ex CNR M&P
0-4-OC #4 PRR cars
Baldwin 1903 on lease
ex RDG Caboose-2
4-4-0 #1223 ex PRR, M&P
Juniata 1906
Leased from
PRR
also ex
Warwick Electric
Motor and original
Plymouth Gas Loco.

Strasburg is
the Old Master
of rail fan
operations.
Still one
of the best.