

NATIONAL RAILWAY HISTORICAL SOCIETY

CINDERS

PHILADELPHIA CHAPTER



June 1966

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AN EDITORIAL

This month "Cinders" reports the progress made by various trolley museums around the nation. They have indeed come of age. With their maturity has come a problem unique to Philadelphia railfans.

Our city is fortunate in being a stronghold of traction - one of the last. While "Cinders" has every reason to believe this will continue for some time, it is reasonable to expect that changes in transit administration may soon destine many of the city's more unique equipment to the scrap pile.

In the past, many of us had expected that one of the established museums, or an area operation, would preserve these cars. This can no longer be expected. Every major museum has programmed extensive improvements in their present facilities which severely limit any car acquisition program.

To prevent the regrets which have followed prior abandonments, "Cinders" urges that consideration be given to the formation of the Philadelphia Car Committee to preserve the deserving equipment of the area.

"Cinders" is not suggesting a new museum. Instead, the committee could purchase, restore, and finally arrange to have the selected cars sent to existing museums for display and operation.

Broad gauge equipment such as PTC's U-38 or one of Red Arrow's Center Doors could be donated to Arden or perhaps to the Tansboro group. Standard gauge equipment like PTC's T18 (former LVT) or P&W's 446 could be preserved at Railways to Yesterday or at Brantford or Seashore.

"Cinders" sincerely believes that the time for decisive action is close at hand and that all railfans, NRHS members or not, should set aside any personal differences to insure the preservation of that which we all deem significant.

Responsible comments appreciated.

Editor

THE VIEW FROM NEVIS

Response to Mr. Nevis' first report was amazing. There was agreement, disagreement, and some confusion. A Mr. Ben Lornond, who we were unable to locate on the current membership list, took time to pen us his divergent views. Inasmuch as Mr. Lornond's letter was on stationery from the United New Jersey Railroad and Canal Co. and mailed from the fifteenth floor of Broad Street Station, CINDERS must conclude that Mr. Lornond is a bit behind the times. ED.

"Those Rapids"

Rapid Transit is finally getting some much needed attention after too many years of neglect by our municipal authorities. I believe that this field of railroading deserves a lot more attention from the railfan too, as it definitely is railroading and not just a toonerville trolley. Back in the good old days quite a few side-of-the-road trolley lines had the words "rapid transit" as part of their corporate title although the operation was somewhat less than rapid.

I believe that the meaning of rapid transit covers much more than just the subways and elevateds of the big transit cities. Main-line commuter railroads and certain streetcar operations should qualify and, at the risk of being labeled a heretic, I think some expressway bus lines can be considered rapid transit. Basically, rapid transit involves a right of way which is free of grade crossings and a superhighway roughly falls into this category. But I am not a proponent of "freeway flyers". A look at our local "Surekill Deathway" should convince anyone that buses are not the answer.

Aside from Philly and its widely diversified transportation network, I am really gung-ho for two other rapid transit cities, namely, Boston and Toronto. Boston intrigues me. They have three hi-speed lines which are incompatible with each other plus a bunch

THE VIEW FROM NEVIS (Cont'd.)

of subway-surface PCC lines, and somehow the whole operation is nicely coordinated. I honestly believe that Boston has the best transport system of any city in the U.S.A. at present. Toronto is similar. That city has not only the best maintained streetcar property in North America; now they have a complete subway system and soon will also have a brand new railroad commuter service. What? In this day and age? Preposterous! Hardly. I feel that Toronto is showing the way for the rest of us in that good public transportation is a responsibility of government and that means not just highways and airways but railways too.

I am somewhat disappointed with BARTD. Those Californians threw away an excellent rail system when they allowed the Key System to be scuttled. Now they are starting from scratch and Man, this time it is costing plenty. And I just don't dig that odd track gauge and their wild car design. They should have looked at the PATH cars first. Then there is Washington, D.C., with their plans for a rapid transit system. They ought to forget it as it just won't work in that city. I almost forgot Montreal and their rubber tire subway. Somehow the idea of trains riding on rubber tires leaves me cold. Let us hope the Expo Express will show up more favorably to the public.

Well, rapid transit is big news nowadays and I hope its backers keep their big guns booming because the same villians who dealt the mortal blow to the streetcar systems will gladly give rapid transit the same. Lest you think this naive, I quote a highway planning engineer who said, "If we do not keep pace with the demands of our auto users, then, the public must be willing to accept a completely different way of life than the one we currently enjoy." That sort of thinking destroyed quite a few rail systems which had a potential use as rapid transit lines.

NEW PUBLICATION

The first issue of "Modern Cities via Transportation" was introduced at the Toronto Transportation Show last month. Featured in the 32 page May issue was Toronto's new Bloor-Danforth Subway.

Bidding to become the "Railway Age" of the mass transit field, MC will stress rapid transit, railroading, urban development, and regional planning.

Publication address is 625 Stanwix Street, Pittsburgh, Pa. 15222.

TOLEDO EDISON ELECTRICS

An interesting electric operation exists at the Acme Plant of Toledo Edison in Toledo, Ohio. Operating on 600 volt DC, catenary extends over a solid city block. Although the greater volume of TE Coal arrives by lake boat, 15 to 20 carloads are consumed daily when lake shipping is prohibited. These cars are placed on storage tracks outside the plant ground by the PRR, then pulled inside and handled by the electric locos. An electric cable system has been installed in each loco to permit limited extentions beyond the electrified trackage.

Engine #1 was built by General Electric at Schenectady in 1923. This engine is believed to be an original order of the Toledo and Eastern. It is not known when it first saw service at TE. The only alteration made to this steeple cab has been to relocate the pole from the roof to the end of the cab. This permits entrance into the low clearance ash pits at Edison where the motor is currently in service.

Engine #3 is a 62 ton steeple cab built by Baldwin-Westinghouse at Philadelphia in July 1915. This engine was formerly on the roster of the Toledo and Indiana. It is now used primarily for moving cars to and from the car dumper. Along with #1, #3 was hooked up with train lines, but they are not utilized at this time.

TE Co. #2 was built up from what was originally an electric dump car. Once used as the ash engine, #2 was replaced by #1. It is now used only as a spare engine.

With GE replacement motors and other parts on hand, it seems TE will operate these engines for quite some time to come. They have good upkeep and provide adequate service in the handling of coal and ash cars around the plant.

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

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Deadline for next issue, July 1, 1966.
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THE TROLLEY MUSEUMS - 1966

If it has been several years since you last visited a trolley museum, then you are due for a return visit. The last few years have seen many important projects completed. The average museum is still an unfinished place but much real progress is now evident.

Seashore Trolley Museum in Kennebunkport, Me. is the oldest - having passed the 25 yr. mark. Visitors should be sure to look in the shop where Manchester St. Rwy. #38 and private car "City of Manchester" are receiving finishing touches following complete rebuilding. A twelve-car storage barn is nearing completion. A second is to be begun this year. Preliminary work on a half-mile extension of the main line running track is underway.

Second oldest museum, the Warehouse Point museum of the Conn. Valley Chapter, NRHS, is pushing a major track extension program in order to lay firm claim to its valuable woodland right-of-way beyond Winkler Road Crossing. Biggest project in some years was the receipt of three opens from Brazil in order to handle future tourist requirements.

Branford Trolley Museum is displaying encouraging signs of well directed activity. A new six car barn was completed in 1965 plus replacement of the Short Beach trestle. Trackwork is now underway on the 2600 ft. Short Beach extension made possible by the new bridgework. The Spring of 1966 has been noteworthy for the replacement of the East Haven trestle, a \$15,000 job! In addition, much main line track renewal is underway. Visitors should look for two very impressive, recent car restorations; Conn. Co. single truck Birney #2350 and the original Brooklyn PCC #1001.

Elsewhere in the East, "new starts" are in the news. Magee Transportation Museum's new electric railway at Bloomsburg, Pa. will have a masterfully refinished Brazilian open available for the start of service July 4th. North Branch Transit Brill convertible #1 and a Scranton master unit are in various stages of extensive rebuilding. Other equipment includes a Rochester 4-wheel deck-roof car and a Scranton sweeper.

In Maryland, the Washington collection (#766, Silver Sightseer, etc.) will have a permanent home in Northwest Branch Park in Montgomery County, Md. The National Capitol Transportation Museum is completing a handsome cinder block and brick barn on the site just eight miles north of the Capital Beltway. Electric operation will start in 1967.

THE TROLLEY MUSEUMS - 1966 (Cont'd.)

At Orbisonia, the Shade Gap Electric Railway is pushing its half-mile track extension to completion. One Brazilian open is to be in service by mid-summer. Retrucking of the CA&E interurban and completion of the combined narrow gauge car storage shed and trolley barn is planned for this season.

The Ohio Railway Museum has taken some big steps in the past year or two. Big news in traction circles was the completion, in June 1965, of the museum's major steel bridge over Ohio Highway 161 making possible future line extension. The museum is well along in its work in restoring the Columbus, Delaware and Marion "Red Bird" to operating condition.

This is just an account of activity at the Eastern museums. Take time for a visit and see how much real progress has been made. A younger generation is taking over from those who saved the cars. Renewed activity at the museums is evidence of their energy.

HODIAMONT

The last Mid-West street car line disappeared Saturday, May 21, with the conversion of former St. Louis Public Service Route #15. The first of the busses went into service at 4 PM and by 7 PM the last Bi-State Transit streetcar had left downtown St. Louis.

Fifteen of the remaining PCC's were in service on the last day instead of the usual eleven as the St. Louis Post-Dispatch gave free rides to its readers. All of the cars, except #1628, are to be scrapped along with the four remaining work cars. Number 1628, a pre-war standee window PCC, is destined for the National Museum of Transport.

TRACTION TERMINAL

The seven mile rwy. owned by City of East Troy (Wis.) faces a precarious future. A local district attorney, claiming the line loses money, has filed suit to force publication of certain records, in an attempt to force sale of the line.

Effective with the summer schedule PTC Route #36 will be rush hour only to Eastwick. Regular cars will cut back at the Elmwood Ave. loop.

Pittsburgh's PAT continues to make news. The Authority, reporting a \$334,000 loss, has sold PCC #1547 to Minnesota Transportation Museum. PAT operation of the Skybus will be effective June 23. WABCO test car, a yellow and blue PCC, has been moved to PAT's Tunnel Carhouse from the Craft Ave. Barn. Route 85-Bedford will be converted June 26.

TRACTION MUSEUM DIRECTORY

A quick guide to Eastern Trolley Museums

<u>Location</u>	<u>Dates of Operation</u>	<u>Hours</u>	<u>Cars usually in service</u>	<u>Remarks</u>
BRANFORD ELECTRIC RAILWAY ASSOCIATION Branford Electric Railway				
East Haven, Conn.	Weekends:			
	June	1 to 6PM	Conn. Co. 15 bench	1966 operation will feature both trestles and part of the Short Beach Extension
	Daily: July thru Labor Day	11 to 5PM 1 to 6PM (S/S)	opens #1414, #1425	
	Sundays: Sept., Oct., Nov.	2 to 5PM		
CONNECTICUT VALLEY CHAPTER, NRHS Connecticut Electric Railroad				
Windsor Locks, Conn.	Sundays: Summer and Fall	1 to 6PM	Conn. Co. 15 bench opens #840, Hartford #1326, NOPS #836	Service to Winkler Road Crossing
MAGEE TRANSPORTATION MUSEUM Crescent Electric Railway				
Bloomsburg, Pa,	Sundays: Starting 7/4	1 to 6PM	Brazil Open #2	Trolley operation part of fine museum complex
NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY Seashore Electric Railway				
Kennebunkport, Me.	Daily: July 1st to Labor Day	10 to 6PM	Conn. Co. 15 bench opens #838, #1391 Montreal #2052	Fine gift shop Montreal Golden Chariot #2 used occasionally
PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION Arden Short Line				
Arden, Pa.	Sundays and Holidays Summer and Fall	12 to 6 PM	Pitts. Rys. #4396, #3487 NOPS #832	Only broad gauge museum
RAILWAYS TO YESTERDAY Shade Gap Electric Railway				
Orbisonia, Pa.	Sundays: Summer and Fall	12 to 6 PM	Johnstown Birney # 311	Brazil open #1875 due in in service by mid-season

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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Blakslee, Iron Horse News, Highball,
Smoke & Cinders

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
Canadian Loco. 1948
4-6-0 #972
All are ex CP
0-6-OT #1251
RDG 1918
0-6-OT #14
Porter 1920
ex BEDT

Combines-2
Coaches-6
CP Rocky
Mt. Observation
Cabooses-4
Baggage-3
Bunk-3
Tank-2
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
Baldwin 1926
ex Bonhomie
& Hattiesburg
Southern
0-4-OT #2
Porter 1920
0-4-OT #3
Cooke 1911
both ex Colo.
Fuel & Iron

Three ex RDG
coaches, also
EL car, L&NE
gondola and a
Reading Caboose

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
Alco 1909
ex Miss. Central
2-6-0
Canadian Loco. 1910
ex CNR

Combine-#410
Coaches-
#571, 581, 603
All ex DI&W

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

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

+ will not
run after
Sept. 7

0-6-0 #31
Baldwin 1908
ex CNR
0-4-OC #4
Baldwin 1903
ex RDG
4-4-0 #1223
Juniata 1906
Leased from
PRR
also ex
Warwick Electric
Motor and original
Plymouth Gas Loco.

Coaches ex
RDG, B&M,
M&P
PRR cars
on lease
Caboose-2
ex PRR, M&P

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