

NATIONAL RAILWAY HISTORICAL SOCIETY

CINDERS

PHILADELPHIA CHAPTER



Vol. 2, No. 4

May 1966

THE VIEW FROM NEVIS

This month, CINDERS, who has taken our readers on a wide ranging search for railroad fact and fiction, is pleased to present a new feature. Noted Ferroequinologist, Ben Nevis, has agreed to provide a series of provocative but informative articles on this fascinating business. Mr. Nevis!

One of the newest railway developments in recent years has been the opening of the New Tokkaido Line in Japan. Its subsequent effects on the transportation situation there have greatly impressed railwaymen throughout the world. Now the United States is finally climbing on the bandwagon with its Northeast Corridor Experiment. Any predictions as to the outcome of this experiment could be quite risky but let us look at the possibilities for that part of the scheme which involves the PRR New York-Washington line.

An assessment of the New Tokkaido Line since its opening October 1, 1966, should precede our investigation of the Corridor plans. First, the New Tokkaido Line has been a resounding success in that it has accomplished its primary purpose, namely, to take the pressure off the over-burdened 3'6" gauge line between Tokyo and Osaka. More than that, it has attracted new traffic which formerly moved by air and the unhappy airlines are now putting jets on the line in an effort to compete. What else have the new bullet trains in Japan done? Well, in the opinion of this correspondent, the Tokkaido operation has returned the attention of our transport experts to the beleaguered railways as a possible solution to our chaotic transportation system in this country. During the 1950's nearly everyone had consigned the railroads to the scrap heap; now they are beginning to wonder if perhaps the old iron horse might be useful after all.

TRANSIT

Recently, representatives of the Delaware Valley Regional Planning Commission, successor to the Penn Jersey Transportation Study, made a presentation of their plans for mass transit in Delaware County.

The presentation, slides followed by a question and answer period, centered on the county. It was pointed out that the largest suburban area without rail transportation was centered along West Chester Pike. This apparently is the primary reason for advocating the extension of the Market Street Subway into this area. How far it would go is rather indefinite, but current talk is to have the subway connect with the Mid-County Expressway near Broomall.

The question-answer period brought forth the admission that all the funds for the Planning Commission have been provided by the Bureau of Public Roads. This may help to explain the stress placed on highway construction. Plan I (Freeway) and Plan A (Mass Transit) are minimum plans, calling for expenditures of \$1,354 and \$293 millions respectively.

Of special interest was the current thinking on rail operations. The Commission has picked up Merritt Taylor's suggestion to extend the P&W to King of Prussia. The slides showed it planned for construction about 1975. When asked about the proposed subway extension to Springfield, the reply was that the idea had been discarded as the present service is "only very slightly slower" than the Market Street line.

Many attending the meeting were residents who opposed the planned Lansdowne Expressway, which had been expected to use the right of way of the PRR's Newtown Square branch. Because of the narrow rail right of way, the highway is now planned for a less built up area to the west.

During the explanation of the need for the expressway out West Chester Pike, the senior transit engineer pointed out that busses are subject to the same congestion as private autos. This he blamed on the Ardmore Rail Line.

THE VIEW FROM NEVIS (Cont'd.)

To be sure, the New Tokkaido Line has not completely proceeded as planned. The maximum speed of 150 m.p.h. has not been attained yet as it appears that the track is still not fully settled and will require more time before top speed can be had with complete safety. Also, fully automated control of the trains has not been accomplished. Operation of the train remains under the control of the driver although an ATC system limits the speed of the train. Another project which has fallen by the wayside, for the present at least, is the freight service which was planned as a container operation. The expense of providing this service has far exceeded the original estimates and overnight delivery is still offered between the two cities on the old Tokkaido line.

Geographically, the Tokkaido in Japan roughly resembles the Corridor between Washington and Boston. Density of population is also similar and great metropolitan centers are strung along each route. There the similarity ends. In the corridor we have no over-burdened line; indeed, the "relief line" (the B&O) gave up passenger service years ago and the present PRR facilities are not being used near their capacity. However, the planners see a high speed railroad as a "relief line" for the overcrowded highways and airways and, therefore, the project appears to be more attractive than first glances may reveal.

Unfortunately, the Corridor experiments will not involve a brand new super-railroad like the New Tokkaido Line. We are merely upgrading existing facilities to handle new highspeed equipment. Alas, funds are not available to eliminate the permanent way restrictions on speed, such as exist at Elizabeth, Frankford Jct., etc. But there are many advantages which should not be overlooked. First, new equipment operating on accelerated schedules may stabilize the present passenger volume and hopefully attract some new business. Secondly, a smaller fleet of technologically up-to-date rolling stock should offer economies in operation and maintenance. And third, new trains should permit the retirement of overage coaches which, though still sound and useful, serve only to perpetuate that image of antiquity which the American public associates with its railroads.

What will be the results of the Corridor experiment? A railfan sample indicates that some think it will not be successful. Some say the PRR is not ready for such an operation. Others insist that the public

CINDERS GOES TO EUROPE-V

"After meeting Tom Flanagan in Munich, we did some tram riding and train watching that night. Up early the next morning to board the "Orient Express" for Vienna. We rode in a through Paris-Budapest car and felt like a couple of Franz Josef's agents with vital dispatches for the crown! In Vienna we met railfan friends, including Dick Lane and his fellow Seashoreite, Ernest Brigham. The next day we boarded a bus for Brno, Czechoslovakia to meet another of Tom's friends. Roads were narrow and rough and the bus ride was worse than most bus rides. Unfortunately, the train we were to have ridden had been removed a few weeks earlier as an economy move (sound familiar?). In Brno we visited the trade fair and, of course, the railroad exhibits there. Then we all piled into a venerable Skoda cab for a bone-jarring trip across Brno to the flat of our host, where we really had a great fill of lunch, hospitality, and Hungarian Tokay. Then back downtown to look around the railroad station and the tram action before boarding our bus back to Vienna.

"We arrived just in time for the showing of the last reels of Dick Lane's movies of PRR steam and of Seashore for some Viennese railfans. The next day was spent fighting the OBB for cab permits and in riding the trams. Up again the next morning and down to Sudbahnhof where we got into the cab of a 1042 class electric locomotive for a trip over Semmering Grade. Having ridden it in a coach, I can truly say, this is the only way! From Bruck an der Mur, we traveled across the middle of the country to Bischofshofen and then to Salzburg where I struck out on my own.

"After spending the night in Salzburg, I went up to Munich to visit friends and to try to get a room for the weekend. The latter was completely impossible. After traveling to Augsburg in a vain search for a flop, I boarded the "Mozart" and returned to Salzburg where I spent the next three nights, commuting to Munich during the day to see the IVA. This was about 96 miles-one way. One of the benefits of a Eurailpass! Finally on Monday, I left Salzburg for the last time and rode up the line to Munich as far as Frien where I met a group of Austrian fans who were on a big outing to Munich and the Bavarian Alps. At Frien we rode the Chiemseebahn, an ancient steam tram operation. Next we visited the oldest steam locomotive in Bavaria, belonging to a sugar mill. Here they did the old trick of throwing burning waste into the smokebox to make it look "live". Then a trip up the

THE VIEW FROM NEVIS (Cont'd.)

will never accept food service at their seats (do I hear the TWA boys guffawing?). Finally, one old machinery lover insists that only a return to the era of the Lindbergh Special will set matters right. But the railfans never seem to count for much so let us look further. The newspapers have been reasonably receptive to the idea and this is a good sign, when one remembers the vicious press of the 1950's, about the time of the "San Diegan" affair. At a recent ASME meeting in Philadelphia, I asked a representative of the Budd Co. if he thought the new service would entice people out of their autos and into trains. His instant reply was that it would. A U.S. Dept. of Commerce man was more cautious; his reply was that they wanted to learn what the reaction of the public would be to the experiment.

What do I think of the Northeast Corridor experiment? I would like to be brave and predict that it will be a great success but I am also cautious. I doubt that it will attract great numbers of people out of their cars and put them into trains simply because Americans are too much in love with their horseless carriages. Don't laugh! A man in South Jersey recently gave his life trying to save his car from the repossessors. Not only that, the bright boys at MIT are expounding a scheme involving VTOL "sky-buses" on the Northeast Corridor route as a direct rebuttal to the railway experiment and, I should add, it will demand the expenditure of many more millions of dollars than need be spent on the railway. Well, if the Northeast Corridor experiment saves us just the dollars and land necessary to build more super-highways to carry the traffic of the 70's and perhaps saves some lives that might otherwise be mangled while driving those highways, then I say that it will be successful.

B. N.

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

Editor-M. S. Bennett; Assoc. Editors-W. P. Mac Iver, Jr., W. R. Durrwachter; Cir. Mgr.-J. Rafferty

Contributors: W. Wagner, R. B. Brown, M. L. Bruno, H. Jenkins, J. S. Meyers, R. Lane, D. Winfield, Highball, Sparks, Intermountain News, Feedwater Heater, Smoke and Cinders, Cent. Reg. Newsletter

Deadline for next issue June 6, 1966

Send news to: M. S. Bennett

Amosland Apts. A-48
Morton, Pa. 19070

CINDERS GOES TO EUROPE-V (Cont'd.)

Wendelstein, a rack and adhesion operation with some spectacular views. After coming down the mountain, we boarded another train, this time to Innsbruck, where we spent the night.

"The next day dawned cool and rainy, but off we went, back over the German border to Garmisch where we rode the Zugspitzbahn, another rack and adhesion line. On both these lines, we had arranged visits to the shops and the lines wheeled out all the equipment to be shot-up. When we got to the top of the mountain, it was snowing. Returning, I left the Austrians and made my way back to Munich where I had dinner with some friends before catching a DSG sleeper to Koln.

"At Koln, I caught another train, this time steam powered, for the trip down through the Eifel Mountains to Trier and Saarbrücken. Stopped here long enough for lunch and taking time to thoroughly shoot up steam, diesel, and electric power. Then off to Kaiserslautern for more of the same. Finally took a battery powered electric motor car to Bingen and then up the Rhine to Koblenz.

"The next day I rented a car and chased steam trains up and down the Mosel River Valley. After I returned the car, I still had some time so I went down to the station and rode the next train out. After returning to Koblenz for the night, I was up early the next morning and hopped a fast one to Koln where I left my bags and made a reservation for the TEE train the next day. I then boarded a D-Zug for Bremen. No good reason for it except that I had never been to Bremen and there was a train going there. Beyond Dortmund, we had steam power in both directions. I traveled through the Ruhr Valley by two different routes. It was really something to see, what with all the heavy industry, the tram lines, and railroads all over the place.

"Spent the last night in Koln, getting up early to catch the TEE train to Paris. I rode as far as Mauberge where I changed to a French diesel motor train to Aulnoye where I caught the train from Italy and Switzerland to Calais. From Lille we were powered by a BLW built 2-8-2. From the port I got the cross channel boat to Dover connecting with the short, but rough, m-u ride to London.

"My travels, a total of about 5736 miles of continental first class travel for \$130. The Eurailpass people didn't make any money on me!"

Thus ends Dave Engman's log of his European travels and with it CINDERS tour of the continent.

EDITOR

TRACTION TERMINAL

The Southern Industrial Railway, formerly the Southern Iowa, after rerouting traffic between Moravia and Trask, Iowa, has pulled down the wire over the mainline from Center-ville Junction to Moravia Yard. Motive power for that portion of the line is CB&Q motor car No. 9769. No details on the disposition of the Iowa Railway Historical Museum's equipment.

News from Branford is more encouraging. BERA has loaded its newest acquisition, Atlanta Light Weight No. 948 for movement to East Haven, Conn. The car, very much in its original condition, will be mounted on surplus Montreal trucks.

Elsewhere, PTC has begun laying new rail on Route 23 on 11th Street from Market to Vine Street. Boston's MBTA is going ahead with plans to extend service to Braintree. The old New Haven bridge over the Neponset River will be rebuilt restoring the connection with the Old Colony lines. The MBTA is also testing the use of carpeting in its subway cars.

Pittsburgh, however, continues to reduce its rail operations. All the Northside lines are now gone. Routes 16/14, Avalon, and 21 Fineview, were replaced May 1, 1966. PAT will add 200 new buses this summer. Some rail lines reported up for conversion include Routes 39 Brookline, 40 Mt. Washington and 85 Bedford. Training Car M-11, Pittsburgh Railway's original PCC, is out of service and in poor condition.

The Magee Transportation Museum will start operation, on a formal basis, Memorial Day Weekend. The museum will feature a 4000 foot trolley line serving a small village display which will include the PRR's Turbotsville Station.

In the Washington Area, the National Capitol Historical Museum expects to open its new \$20,000 six car barn next month. The project is the joint effort of the Museum Group and the Maryland National Capital Park and Planning Commission.

NATIONAL MUSEUM

Agreement has finally been reached between the National Transportation Museum and the Illinois Central which will permit the relocation of the Museum to a new 21 acre site in East St. Louis. The \$3.8 million project, which will be built by the Port District, is located on prime industrial acreage opposite the new Gateway Arch.

The Museum has continued to add to its equipment. The latest acquisition is PRR P5 electric locomotive No. 4700, which had been stored at the Enola Shops.

ELECTION

The officers, elected at the April general meeting, are:

President	Tom Flanagan
Vice Pres.	Sam James
Secretary	Joe Rafferty
Treasurer	Bill Wagner
Chapter Dir.	Jim Dillion

To each of the incoming officers, congratulations and best wishes. To retiring President Roger Frederick, thanks for a very successful three years.

MAIN LINE NEWS

The premier running of the Reading's new refreshment car on the Fox Chase Branch was April 13, 1966. The car, an ex-B&M RDC-2, had its baggage compartment walls removed to make room for a bar-counter arrangement. Eight trains daily carry the car which, in the morning, serves coffee, juice and the baked goods, and serves soft drinks, beer and alcoholic beverages in the afternoon.

It is possible that the RDC will, upon completion of the Fox Chase electrification go into New York service replacing conventional equipment.

The electrification is coming along very well, with static and messenger wires up over much of the line. MU operation is to start July 1st.

Effective March 4, 1966, the PRR retired GG-1s No. 4804, 4831, and 4847.

The newest Silverliners will begin to arrive this month and all 20 will be in service by August. Ten cars are to be 127 passenger units with 3-2 seating, and the balance will seat 100 in 2-2 style.

At the same time, the PRR is shopping 148 P70fbr coaches and 20 E5 MUs. First of the redone P70s has been seen at Altoona with its monitor roof closed giving the car a high roof appearance. The PRR has also reclaimed the 40 P70s which had been loaned to the P-RSL.

NY&LB service over the Raritan River has been discontinued as the result of a ship striking one of the bridge pilings. The bridge was closed to service and passengers were bused around the gap. PRR freight service is going via Jamesburg to Monmouth Junction. CNJ freights for the Bridgeton area are being handled by the P-RSL into Winslow Junction.