

# NATIONAL RAILWAY HISTORICAL SOCIETY

## CINDERS

PHILADELPHIA CHAPTER



Vol. 2, No. 9

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### THE VIEW FROM NEVIS

#### Saturday in New York

New York City is still a very interesting railroad city for the rail fan to visit and recently, I spent a pleasant Saturday there seeing some new places and revisiting familiar spots. I drove up to Hoboken this time (for scheduling convenience) and parked near the Grove St. Tower of the E-L, where I shot up the westbound Phoebe Snow as it departed for Chicago. Phoebe was headed by two E-units, followed by about six headend cars, three coaches, diner, sleeper and the observation car. Then I drove on to Hoboken Terminal to put the car in a safe spot and caught a bus for New York City.

For some time now I have wanted to visit 138th St. Station on the NYC, and this trip was well worth the effort in getting there. The NYC platforms are directly over the IRT 138th St. subway stop and offer a good view south toward the Harlem River Bridge and north to the Mott Haven Yard. Even though this was a Saturday, there was plenty of activity, and shortly after my arrival NYC Train No. 54 rolled through, about 45 minutes off the card. After that followed a steady procession of NYC and NH locals and limiteds, interspersed with empty stock movements between Grand Central and Mott Haven. One interesting consist was a Hudson Division MU with four electric cars and two RDC's on the rear. There was also a Harlem division local with three ex-mainline stainless coaches converted for suburban service.

After an hour and a half at 138th, I boarded an IRT South Ferry train for a ride down to the Battery as I wanted to inspect one of the new JFK class ferries. The Staten Island Ferry also offers a look at

### SHORT LINE NEWS

The Delaware Otsego Railroad, New York's latest steam powered common carrier, has formally asked the ICC for permission to purchase a twenty mile section of the NYC between Oneonta and Bloomville, N. Y. The NYC is presently handling only 200 to 250 cars, but the DO feels it can successfully operate a year round freight and summer passenger service. The line has already purchased two steam locomotives, a diesel, two coaches and a caboose.

Jay Wulfson and associates are planning to purchase the outstanding stock of the Ogdensburg and Norwood. The O&N will operate a portion of the Rutland in western New York.

Want to buy a railroad? Irving Maidman wants to sell his 80% interest in the 97 mile Susquehanna for \$4 million. The line, which lost over \$300,000 in 1965, has been enjoying a slight profit since ending passenger service in June.

A vestige of the once busy and profitable Washington and Waynesburg still operates. Every Thursday at 7:00AM, a four man track car leaves from the PRR freight house at Washington for its 29 mile trip to Waynesburg. A round trip over the former narrow gauge sometimes takes two days. The only income for the W&W is a small switching revenue which pays less than half the cost of the franchise trips. However, future coal developments, protected by the franchise runs, may justify the expense.

ICC action included approval of the sale of the Midland Continental Railroad, a 70 mile grain hauler in North Dakota, to the Soo Line and the Northern Pacific. The MC will continue to operate as a separate carrier. The Commission has reopened the application of the W&OD to abandon its line. Opposition has come from shippers, a steam passenger operator,

(The View from Nevis, Contd.)

some seagoing railroading in New York Harbor. Following a short voyage to St. George and return, I went on to 34th St., and caught a PATH train back to Hoboken Terminal.

My other purpose in traveling to New York on this Saturday was to ride the E-L Bergen Co. Line. Although there is ample service over the BC RR on weekdays, there are just three trains on Saturday and none on Sunday. I rode westbound Train No. 77, which had EMD No. 1264 and Alco No. 905 as power and just two coaches--Nos. 2652 and 2660. We were off on time at 4:30 p.m. and after a running brake test went highballing through the tunnel and past Croxton Yard. At Rutherford Jct., we turned onto the BC RR and then began making all local stops. The roadbed was a bit on the rough side and appeared to need a good ballast cleaning. Two NYS&W units were spotted working the interchange at Coalburg Jct. We re-joined the main line at Ridgewood Jct.

I detrained at Suffern, had dinner, and then caught train No. 1756 back to Hoboken. Alco No. 932 was on the point, looking very nice in a fresh coat of paint, and coaches Nos. 2313 and 2163 made up the consist. Despite the sealed coach windows, the front vestibule door was left open so that none of the good sounds were missed. I think I spotted some of the old North Jersey Rapid Transit roadbed around Waldwick. Approaching River St., Paterson, the conductor advised us to pull our window shades down below eye level just in case the train stoners were busy.

Back at Hoboken, I went over to Track 13 to watch the Lake Cities depart at 7:30 p.m. However, they were still loading mail and newspapers as departure time came and went, so I cranked up my beetle and pointed its prow up the Pulaski Skyway and headed back to Philly.

Ben Nevis

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Editor- M. S. Bennett; Assoc.

Editors-W. P. MacIver, Jr., R. W. Fredrick; Cir. Mgr-J. Rafferty

Contributors- W. Wagner, R. B. Brown, L. P. Tori, L. L. Hoy, J. H. Graebner, B. C. Bente, S. L. James, Railway Age, Western Railroader.

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Amosland Apts. A-48, Morton, Pa. 19070

SHORT LINE NEWS (CONTD.)

and the Northern Virginia Transportation Commission.

Elsewhere, E. J. Lavino No. 10, an O-6-OT, will be shipped from the firm's Sheridan, Pa. plant to the Pacific South-west Railway Museum Association at Perris, Cal. The shifter will move on its own wheels to Reading, Pa. where it will be loaded on a flat car. Pacific Coast Lumber 2-8-2T has been sold to the Wawa and Concordville. A shay is enroute from the west coast to Chester for display. "Defender", a PRR parlor-buffet-lounge, has been sold to the Wilmington and Western - a similiar car has been purchased by the Black River and Western. The BR&W expects to purchase the PRR's Flemington branch shortly, becoming the first fan owned, steam powered, common carrier in New Jersey.

The Yreka Western Railroad has published a history of the line. One dollar to Mr. Lynn Cecil, General Manager, 300 East Miner Street, Yreka, Calif. will get you the 24 page booklet.

The embattled and inundated Feather River Railway has received ICC permission to end its rail operation.

A plan is afoot to restore part of the Quakertown and Easton as a steam short line. A steamer and four cars have already been purchased in the \$250,000 project.

GT-1

Looking somewhat like a cross between a Silverliner and a London Subway car, the Budd Company's experiment gas turbine GT-1 started its tests on Sept. 12th over a newly rebuilt section of the Long Island between Ronkonkoma and Bethpage, N. Y. Part of a \$1.4 million demonstration project sponsored jointly by state and federal bodies, the 92,000 pound, 85 footer, may bring mass transit to urban areas for considerably less than comparable electrical systems.

Two Garrett AiResearch 535 horsepower turbines drive a twin disc torque converter. The power is transmitted to a coupled axle drive on a truck similiar in design to that supplied for test by BARDF. The rated acceleration is 1.6 mphps. Deceleration is at 3 mphps.

The tests, which are being conducted six days a week, should reach a top speed of 100 mph, although 75 mph would represent normal operations.

## TRACTION TERMINAL

The question of control of the last remaining Chicago interurbans, the South Shore has all but been resolved. An ICC examiner has recommended that the C&O be allowed to purchase all the outstanding stock of the 90 mile electric line. Opposition, and a similar request, by the Monon was withdrawn when the C&O agreed to allow the Hoosier line certain trackage rights between Chicago and Michigan City, Ind.

Bethlehem Steel, now constructing a multi-million dollar complex at Burns Harbor, wanted a single system capable of competing with the NYC. The combined C&O-B&O, through its control of the SS would provide a much greater source of cars, better routing and improved service.

Savings, almost \$300,000 annually, will come largely through the elimination of several South Shore administrative positions, although there will be little immediate effect on the short line.

While the growing passenger deficit was not specifically involved the hearing examiner was convinced that this vital service would be preserved under C&O control.

Pittsburgh's dwindling trolley system continues to make news. Conversion of all the East End lines is set for Jan. 15, 1967. This will eliminate the last eight cars of the 1400 series still operating out of the Craft Ave. Barn.

PAT has placed a ban on all fan trips as a result of vandalism and harassment by fans over the Labor Day weekend. What the buses didn't kill, the marginals will!

PCC No. 1711 has been completely renovated by PAT. New seat cushions were installed on the old frames. Car interior repainted - ceiling in off-white, sidewalls in turquoise, the motorman's area in royal blue. Exterior treatment includes an improved gray, white and red color scheme. Roof is gray, the window area white, and gray below the belt rail. A silver pilot, black and gray numbers, and more red trim complete the car. The trucks were reconditioned also, improving the ride. No. 1711 and its repainted sisters, Nos 1743 and 1749, are drawing much favorable comment despite their weekend storage in the Craft Ave. Barn.

## SOLUTION?

A proposal to lease the New Haven's embattled commuter system to the states of New York and Connecticut for 99 years has been announced by the state administrations.

Under the plan, the right of way between New Haven and Woodlawn, N. Y. including the New Canaan, Danbury, and Waterbury branches, would be leased to the states which would also acquire trackage rights over the NYC into Grand Central Station. Freight service would not be affected and the railroad would receive a fixed management fee.

As part of the plan, 144 new air conditioned cars would be purchased for \$36 million and an additional 100 of the present cars would be rehabilitated. \$28 million in additional funds would be spent for stations, electrification and other improvements.

## CHAPTER PROGRESS

An ambitious program of Chapter activities was outlined to the members at the September meeting. During October the first membership survey in the chapter's history is scheduled. Members may either mail the completed forms to Sam James or return forms at the October meeting.

The trip committee announced a tentative schedule which includes a November visit to the Enola Shops of the PRR, a mid-winter PTC trolley trip, and a visit to EBT. "A Railfans Guide to Philadelphia" is planned for publication in the near future.

Of major importance was the establishment of a museum survey committee to review the various financial, legal and operational problems of equipment ownership.

## TRACTION TERMINAL(CONDT.)

Both Branford and Seashore Trolley Museums report excellent seasons. CINDERS hopes to have a detailed report on Members Day in Maine for the November issue. Branford has received a surprise donation-a Third Avenue Railway car, No. 679. The car, built in the company's shop in 1939, was one of forty sold to Vienna in 1949. The Vienna Municipal Transit System donated the car and some spare parts with the requirement that the trolley be on its way to the USA by the spring of 1967. Summer also saw the arrival at East Haven of the body of Atlanta No. 948.