

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

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February, 1967

THE VIEW FROM NEVIS

THE POWER OF THE PRESS

How many of you read the Evening Bulletin for Nov. 30, 1966? Well, it was one of those occasional issues when the railroads seemed to attract more attention than usual, albeit not very good publicity. In the event that you just browsed through the paper that evening, perhaps I can refresh your memory.

The first railroad item appeared in the lower right corner of page three. You could hardly miss it, because it was carefully boxed to draw the attention of the reader. "Railroad Head Says He Prefers Auto To Train," was the headline. Al Perlman, NYC President, was quoted as saying, "I have a pass on the New Haven RR, but I drove up here today," in a talk to Trinity College students at Hartford, Conn. Good publicity, isn't it? For the record, the NH still operates about 13 trains daily to Hartford from Grand Central, and if Mr. Perlman drove from there he had plenty of traffic to contend with. Or his chauffeur did.

Let's move on to page eight, upper right corner. "Ex-Envoy Says Japanese Set Transit Pace" is the headline here. Edwin O. Reischauer, former Ambassador to Japan said that the U.S. "needs a fast train service." How true. On the same page was an article about the inquiry into the affairs of SEPTA. "Nothing To Hide" is the quote by SEPTA's chairman. Is there? More cheerful news on page nine, "Train Derailed Near Lehighton." The poor old Leaky Valley did it again, overturning four cars of merchandise. That ought to keep the claims department busy for awhile. Continuing on to page 36, we find a nice big ad by the Santa Fe which proclaimed savings on round trip

NRHS PTC PCC

The Chapter will operate a PTC ramble on March 12th. Originating at the Woodland Ave. Depot at 10:00 AM, the trip will cover much emergency and rush hour trackage, including Route No. 36 to Eastwick and Route No. 50 to Knorr Street. The fare--only \$4.00. See trip flyer for full details.

LVT JEWETT SOCIETY

Only two cars escaped the scrap pile when the LVT was abandoned, No. 1030 and a former 800 series freight motor. In a weedy field at Neola, Pa., however, rested the body to No. 801. The Liberty Bell Jewett Society, spearheaded by Edward Blossom and John Scharle, has been formed to restore the car to operating condition.

Once restored, the car will be the only example of the pre World War I LVT. For details write the Society at P. O. Box 61, Bloomsburg, Penna. 17815.

TRACTION TERMINAL

The Bay Area Rapid Transit District has selected its power and propulsion system. After extensive testing BARTD chose a 1000 Volt DC system using a contact rail with chopper-controlled DC traction motors. This system meets the high performance and reliability requirements of BARTD and provides improved traction capability and control ability. Rejected systems included another 1000 volt DC plan and the 4160 volt, three phase AC system.

During Chicago's recent snow-storm the CTA lost two routes, the Skokie Swift and the east-west Eisenhower Expressway line. The South Shore suspended service temporarily because of snow packed switches particularly at the joint IC-CSS & SB interlocking at Kensington. The IC was

THE VIEW FROM NEVIS (Condt.)

tickets on ATSF lines from Chicago to the coast. Too bad it had to appear in the same edition as that item on page three. Thanks alot, Al.

The final item of note appeared on the back page. It was a very good article about one of our Phila. Chapter members, Dr. Roland Holroyd. The article did not mention anything about Dr. Holroyd being a railfan, but it was, nonetheless, a good, informative story about one of our fellow members.

This edition of the Evening Bulletin was not much different from any other big city newspaper. What it illustrated was the attitude of the press and, generally, all news media, toward the railroads. Do you remember the San Diegan affair? In my opinion, the railroads were given a punch below the belt on that one. None of the papers bothered to mention that the railroads safety record was still better than that of other modes of transport. About a year later, fate contrived to produce a plane crash and train wreck within a day of each other. I believe the Pennsy had a derailment near Exton. There were no fatalities, only minor injuries sustained by passengers or crew but the press gave it front page treatment. "Priest Bloodies Nose" was one of the glaring headlines, along with dramatic photos of twisted rail and derailed cars. What the paper carefully buried on the inside pages was a brief account of a Capital Airlines Viscount which crashed with complete loss of life, over thirty passengers and crew. No pictures, of course.

I could cite dozens of other similar cases but I believe you get the message. To be sure, the railroads themselves are partly to blame for their own poor publicity. A more aggressive and responsible Public Relations staff, plus a little more money spent on advertising might help. And I think that railroad officials could be a bit more careful about what they say. What do you think?

Ben Nevis

TRACTION TERMINAL (Condt.)

forced to close its Blue Island branch- too many stalled automobiles on the tracks, but was able to keep its South Chicago line open although reduced to single track. Service, however, was back to normal long before the highway system recovered.

Two former interurbans, the Central California Traction and the Sacramento Northern have traded their former joint main line for trackage rights over parent WP. The old right-of-way will be used for more highways.

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Deadline for next issue, March 6, 1967. Send news to M.S. Bennett, Amosland Apts. A-48, Morton, Pa. 19070

IDEAS WANTED

On the day of a Chapter event, there are always lots of suggestions on how matters can improve. On the day after, both the members and the suggestions are gone! The Chapter can, and wants, to use these ideas! The Chapter wants YOU!

SHORT LINE NEWS

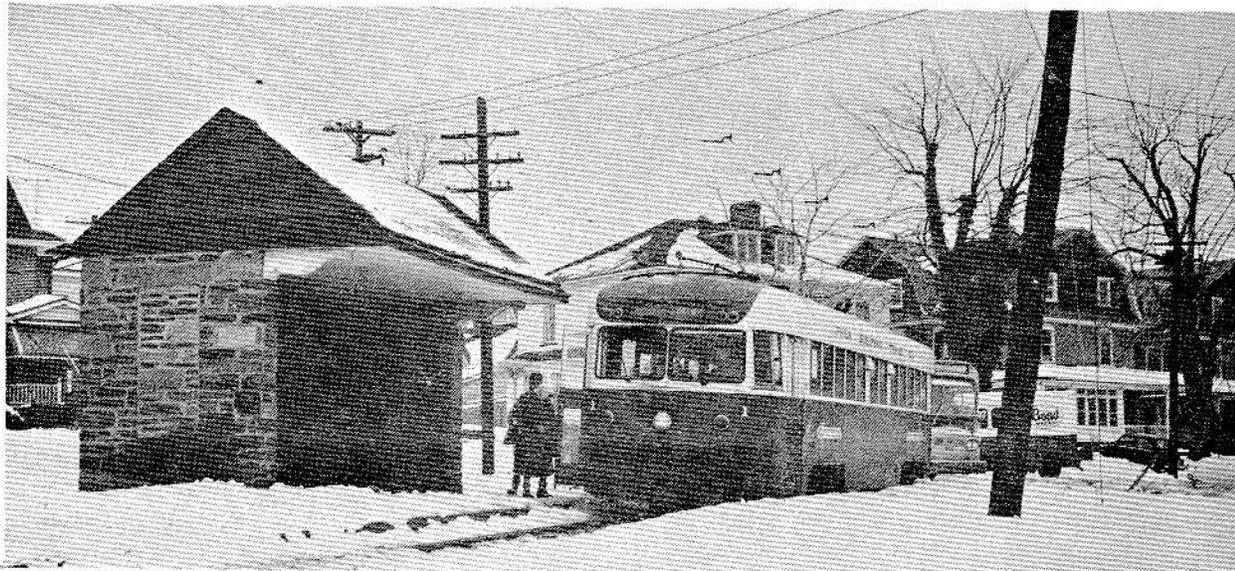
The New Hope and Ivyland has received ICC permission to borrow \$85,000 to make several improvements and additions. A diesel and two coaches will be purchased for a total cost of \$22,000. Much of the remaining funds will be spent on up-grading right ofway, station improvements, reconditioning of coaches, and for the rebuilding of 2-8-0 No. 40.

The Commission also approved S. M. Pinsly's control of the 96 mile St. Johnsbury and Lamoille County Railroad, now part of the Salzberg group. The line, since the abandonment of the Rutland, has been experienced problems keeping its six G. E. 70 ton diesels busy.

For \$30,000 the NYC added the nine mile, two diesel Massena Terminal to its family. The MT was owned by Alcoa.

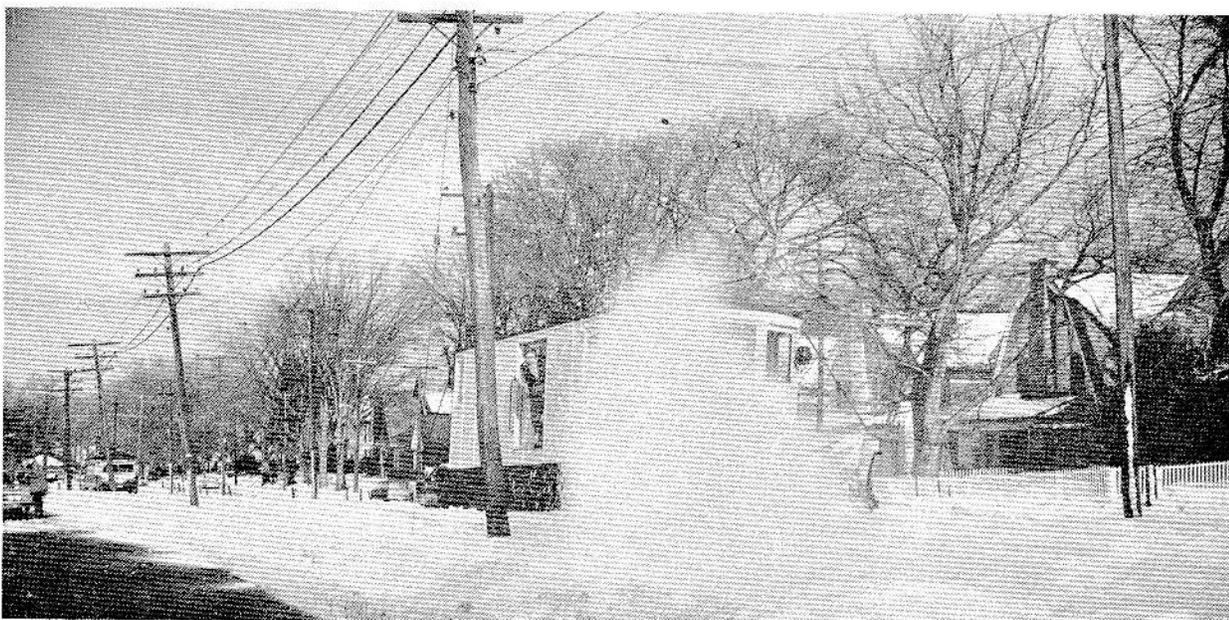
OUR CHOICE - 1966

1966, unlike 1965, was full of the noteworthy. Electrification of the Reading's Fox Chase line brought modern mass transit to a growing section of the Northeast. After many delays, the New Hope & Ivyland finally began dusting the area with coal smoke. All these gains, however, were offset by the destruction of Red Arrow's Ardmore Line. This destruction, unfortunately, is our choice - 1966.



MASS TRANSIT AT ITS BEST?

The last streetcar reached Ardmore sometime Christmas Eve. Snow soon paralyzed the line, and most of the system. Five days latter, on the final day of operation, service was still terminating at County Line station where an erratic bus shuttle covered the last few blocks. Here Brill No. 1 exchanges passengers with the bus operating over public roads cleared at public expense.



WHAT A WAY TO RUN A TROLLEY LINE!

What was not done in Ardmore was done twice over elsewhere along the line. Here the sweeper is clearing the track at Hathaway Lane, right down to the ties. To make it easier for the wrecking crews according to the Company! To bad the same effort wasn't used to make travel easier for the paying passenger.

photos by w. c. wagner