

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

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A MESSAGE FROM THE PRESIDENT

I want to take this opportunity to express to Mark Bennett the thanks of our Chapter for the work he put into CINDERS during the past few years. Mark was one of the persons active in re-establishing CINDERS early in 1965 and for a year and a half served as its editor. Our best wishes go with him on his new job in Manhattan.

With this issue, Bill MacIver takes over as editor. Bill commutes to Boston on weekends and is Chairman of the Board of Directors, Hub Division, Northeastern Region of the National Model Railroad Association. If Mac can find time to assist the Philadelphia Chapter, other members can do the same. Additional help is always welcome in any phase of the Chapter's activities. Temporarily, Lew Hoy will assist with CINDERS. Lew has consented to become Chairman of the Publication Committee which, as a first project, will prepare a railfan's guide to the Philadelphia area.

The Trip Committee is working hard in developing future activities. When announcements of field trips are made members are urged to give prompt support and encourage their friends to come out. A good turnout is the best encouragement the Committee can receive for their efforts.

One last request, help CINDERS grow by jotting down railroad news which you believe will be of interest to other members. Use the form below for convenience.

W. C. Wagner

NEWS FOR CINDERS

Date: _____

To: W. P. MacIver, Jr.
200 E. Willow Grove Avenue
Philadelphia, Pa. 19118

Item of Interest: _____

Submitted by: _____

TRACTION TERMINAL

Central California Traction steel box motor no. 7, ex-Washington, Baltimore and Annapolis no. 1, has been acquired by the Bay Area Electric Railroad Association for their Rio Vista Jct. Museum.

Lehigh Valley Transit Company Jewett car body 801 is now on the property of the Magee Museum, Bloomsburg, Pa., after spending almost 30 years in the Poconos as a cottage. Original mahogany finish, smoking partitions, washroom, and arch windows are intact. PTC trash collection car T18, ex-LVT freight motor C15 (808), is also on hand. Contributions from railfans are sought to make 801 operate again using the trucks and electrical equipment from C15. This is a very practical and realistic project deserving the support of everyone who ever enjoyed a ride on "The Liberty Bell Route".

Mexico City. Work has started on a combined "Subway-Elevated" rapid transit system for Mexico City. First trains are to be operating by October, 1970.

FOREIGN LINES

The Chilean State Railways have acquired eight new G-E U13C diesel-electric Locos. The 1,320 HP units are the most powerful locomotives the Chilean Railways have purchased from GE in the past decade. Five of the locomotives will be used on the line from Arica, in Northern Chile, to Bolivia, where grades are severe and altitudes range to 12,000 feet. The other three locomotives will be used in the Coquimbo area.

ABANDONMENTS

Canadian National intends to annul its narrow gauge passenger service in Newfoundland by Spring, 1968. The CNR will substitute express buses on a 12-hour schedule between St. John's and Port aux Basques. The 42" gauge trains take 21½ hours for the 548 mile trip. New road construction has completely altered the competitive situation.

The New Haven Railroad has announced its intention to cut its Boston-New York schedule by 40% effective July 17, 1967, a move which has received ICC approval. As CINDERS goes to press, it is reported that the New Haven is "reconsidering" its position. This cut in service, however, appears lone overdue. New Haven patronage between New York and Boston has largely disappeared because of the competition of super highways and three major airlines which provide hourly service. (Your editor has ridden the 7:00 P.M. train, The Gilt Edge, from New York on a weekly basis. A train leaving New York with 300 passengers will arrive in Boston with about 25. The majority get off at the several stops in Connecticut.) Similar cuts are planned on the New York-Springfield line.

Rock Island plans to discontinue its overnight trains nos. 15-16 between Minneapolis-St. Paul and Kansas City.

New York Central is seeking to discontinue its Boston area commuter service. Public bodies want service retained until the MBTA can offer alternative rapid transit service.

The Burlington Route has applications pending to discontinue passenger schedules covering 2100 miles of line. It includes runs between Dallas and Denver, Denver and Billings, Billings-Alliance and Alliance and Brush, Colo.

Kahului Railroad on the Island of Maui, in Hawaii is being dismantled by Midwest Steel of Charleston, W. Va. Being junked, or sold, are 28 miles of track, six diesel locomotives, cars, shops and bridges.

UPCOMING CHAPTER EVENTS

August 6, 1967: PTC TROLLEY TRIP

Starting from Broad and Erie (West Bound) at 10:00 A.M. The trip will cover Routes 6, 15, 47, 50, 53, 56, 60. The trip will end approximately 6:00 P.M.

Fare: \$4.00 on or before August 1, 1967.
\$4.50 after August 1, 1967.

November 10, 1967: WITH MESROBIAN IN AUSTRALIA

Mark this date on your calendar! Our program for the November meeting will feature the outstanding color slides of Ara Mesrobian, Staff Photographer for "The Bulletin". The program will feature views of Steam and Traction in Australia and New Zealand, taken during Ara's March, 1967 trip to the continent down under.

GEORGE WASHINGTON'S RAILROAD

By

R. W. Fredrick

It seems that hardly a week goes by nowadays but that some railroad is applying to the powers-that-be to discontinue a passenger train. Most of these are expected but I was jolted when I read that the C&O had applied to chop off quite a few trains, including Nos. 3 and 4. It didn't take long for me to realize that the C&O was the only major crossing of the Alleghenies over which I had never traveled, and if 3 and 4 came off I would never be able to see the road by day. I might add that nearly two years of marriage had this railfan champing at the bit to get back on the high iron again. As the eminent Ken Douglas once said of marriage: "We lose more good railfans that way."

So I began laying plans for a trip over the C&O for Easter weekend, 1967. At first, I wanted to go to Charleston, W. Va., but a missed connection on Thursday, March 23rd, killed that idea. Good Friday dawned bright and clear and I again set out by auto for Clemente's Bus Stop in Delaware, where I parked my car and took the "Easiest Travel on Earth?" to Baltimore. After whiling away two hours there, I boarded B&O No. 105 at Camden Station for Washington. The consist was just two RDC's, a combine and a coach. We got the go-ahead on time and soon were humming along the main. At Jesup, Md., where I noted that the station was being demolished, No. 105 hit slow orders. The track gangs were busy putting in new leads for the P-B auto unloading yard. It didn't take long for the RDC's to return to stride after clearing the work area and they were shortly rolling us past Ivy City and into Washington depot alongside No. 5. I spotted an interesting private car on an adjacent track, the GENERAL JOHN A. HULEN, which I presume was part of the Ringling Bros. Circus Train.

I walked on down to a lower-level platform where C&O No. 1 was waiting. The power hadn't come on yet so I had ample time to look over the consist and watch operations. The George Washington had 11 cars, a strange-looking lashup of C&O-B&O equipment, both old and new. At 4:30 P.M. Southern's No. 18 came rolling in on time, and then their No. 17 moved out, revealing our power (2 E-units) on the next track. They were soon coupled on, however, and at 4:40 P.M. 4010 and 4028 had No. 1 rolling into the gloom of the Washington tunnels on the northbound track. Curses! We had no sooner cleared the south portal than the train ground to a halt. Five minutes were wasted before we began to move again. As we crossed over to the southbound track at Virginia tower, I observed a Seaboard streamliner cooling its heels until we cleared. If Washington Terminal has a reputation for poor operations, it is justly deserved.

The George was rolling nicely over the Potomac River bridge where we met C&O No. 4. On arrival at Alexandria, Va., a huge crowd came aboard and there were very few vacant seats when we departed, 15 minutes late. I had a seat in C&O coach 826, a modernized heavy-weight which rode fairly well. It was still daylight when we left Alexandria so I decided to watch the railroad, rather than stand in line for the diner. Now as most of you probably know, the Southern is still double track from Alexandria to Orange, Va., and each track is signalled for running in either direction, which often results in some interesting operations. We met Southern No. 36 near Burke, Va., and then crossed over to the northbound track at Mountain Run. After running several miles on the wrong side, I saw that a local freight had the southbound tied up near Buena, where we crossed back. We met one of those monster Southern freights a few miles further and I noticed that he had some working diesels spliced into the center of the train, presumably remote-controlled.

At Orange we rolled onto the C&O iron, new territory for me. By the time we reached Charlottesville it was dark, but I opened a vestibule door and watched the section from Newport News switched into our train. The George now had another E-unit up front, no. 4022, and 15 cars in tow. We cleared Charlottesville at 7:30 P.M. and began battling the grade over the Blue Ridge. About this time I wandered back to the movie coach to watch the show. It was a comedy about art thieves and it did help to pass the time until Number One rolled into Hinton, W. Va., where I detrained. Crowded trains, planes or buses are never fun to ride, worse at night. I watched the George Washington depart, had a bite to eat in the station restaurant, and then headed for the McCreery Hotel. Now the McCreery is not in a class with the Greenbrier, that's for sure, but it is the only hotel in town and I couldn't be choosy. I left a call for 7:00 A.M. and flopped into bed, where I made an interesting discovery. The blanket was---- "G.I.". (To be continued in next issue)

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

Editor - W. P. MacIver

Deadline for next issue, September 1, 1967.

Contributors this issue: W. C. Wagner, W. P. MacIver, L. L. Hoy, Steel Wheels (Boston Chapter), Western Railroader, Railway Age.