

NATIONAL RAILWAY HISTORICAL SOCIETY

CINDERS

PHILADELPHIA CHAPTER



OCTOBER - NOVEMBER, 1967

Volume 3

Issue 7 - 8

Following are two accounts of Alan Hunn's experiences on his trip to the NRHS Albany Convention via Detroit and Expo '67:

THE MICHIGAN CENTRAL'S MYSTERY TRAIN

Every day B&O 54, the Cincinnati, bound for Toledo and Detroit, leaves Lima, Ohio, at (if on time) 12:31 P.M. Every Saturday an RDC pulls out of the Lima engine house right behind it and deadheads to Deshler. There it becomes 70, and runs about half an hour behind 54 into Central Union Station, Toledo.

At Toledo, 54 becomes C&O 39 and, at 2:30, leaves Toledo for Detroit over the former Pere Marquette via Plymouth. The consist, mixed B&O and C&O, runs through from Cincinnati. But 70 changes character completely, and becomes New York Central 384 for Detroit. The New York Central public timetable doesn't acknowledge its existence, but the B&O-C&O timetable shows it. The timetable calls for the train to leave Toledo at 3:05 and arrive at the Michigan Central station in Detroit at 4:35. The latter hour is misleading.

The ticket I bought at Toledo read "Via NYC or C&O" -- the latter has three passenger trains daily and the former one weekly. I found that on this Saturday the RDC was laid up, and the train consisted of an Alco road-switcher and an ex-Reading (what else?) coach, both C&O property.

The B&O-C&O folder doesn't say so, but 384 is definitely NOT a first-class train. It has no rights over anything. (I had been told about this by someone else who had been there but naturally had to test his statement). So the fact that the schedule shows it as being twenty minutes faster than the fastest C&O train is meaningless.

We left Toledo station on the advertised, and the first thing the conductor said, on taking my ticket, was, "You know, we usually don't get there much before eight o'clock." Actually, this was an exaggeration as it applied to today's trip.

Both the Toledo and Detroit areas are busy terminals with lots of freight action and lines crossing at diamonds. 384 has to stop and wait at a lot of them. Eventually, after half a dozen or so such stops, we were out of the terminal area. "Now we'll go like a bat out of hell," the conductor said. And so we did -- into Monroe at about 70 miles per hour. The rail, for obvious reasons, need not be maintained to anything like passenger standards, and if there had been a can of milk in the car it could well have become butter by Monroe.

Speed limits in Monroe because of numerous grade crossings. Parallel the Detroit-Toledo Shore Line through town. (Passing thought: DTSL was formerly a joint operation of Nickel Plate and Grand Trunk Western, in effect giving GTW a line into Toledo and NKP one into Detroit. Now NKP is part of N&W and N&W has its own line into Detroit, over the Wabash. Will it hang onto DTSL?)

The conductor's duties were not onerous -- as might be expected, I was the only passenger, and he had plenty of time to talk. Why did the train operate? Neither he nor the brakeman had any idea. Certainly the passenger franchise isn't worth keeping. "We get a passenger once in a while, and they usually get mad" was the comment on the varnish situation.

At Wyandotte, a wait for twenty minutes or so while a yard goat up ahead finished the Saturday evening switching chores. Into Detroit, and more waiting at diamonds. Finally, Delray Junction, crossing of the tracks leading into Fort Street Union Depot. We wait to let C&O 15, the afternoon train to Grand Rapids, get by. No more stops, and finally the platform at Michigan Central terminal. The conductor looks at his watch. "Six-fifteen," he says. "Right on time." (The train is scheduled to return, as 381, at 5:00).

I take a taxi to the Sheraton-Cadillac and witness the troubles of the non-railfan. As I check in, a harried clerk at the next window is trying to placate an angry customer. He explains that although the customer has a confirmed reservation, a convention of some sort that was supposed to have ended the previous day was unexpectedly prolonged, and therefore, no double rooms are available. He offers two single rooms for the price of a double. "I don't want two single rooms, damn it," the customer shouts, "I was married this afternoon."

None of the Northeast trunk lines have another train like this. Try and get there.

THE ROAD TO EXPO

At 3:55 P.M. on Tuesday, I got off Canadian National 154, the Mohawk, at Union Station, Toronto, in my bag a Logexpo reservation in Montreal for the following Friday. Also in my bag was a copy of a CNR timetable, showing, under the Montreal-Toronto schedule, the legend, "Coach seats reserved at no extra charge for through Montreal-Toronto passengers."

The schedule of day trains, condensed reads as follows:

	60 Rapido	50 Lakeshore	54 Bonaventure	64 Rapido
Toronto	9:00	9:45	3:35	4:40
Guildwood	9:17	10:06	3:56	4:57
Dorval	1:30	3:19	8:50	9:10
Montreal	1:59	3:44	9:20	9:39

The Turbos, scheduled for 3 hours and 59 minutes for the 335 miles, were not yet in service. 60 and 64 theoretically do not stop between Guildwood (suburban Toronto) and Dorval (suburban Montreal). 50 and 54 make six intermediate stops. (Actually 60 and 64 stop at Belleville and Brockville to change engine crews.)

One wicket on the CNR side of the station bore a large sign, "Tickets for Dorval and Montreal after today". I fell in at the end of a fairly long line, and observed the clerk on duty saying no to passenger after passenger.

My turn finally comes. I ask about space on either morning train on Friday. No. Either afternoon train? No, sorry, they're all sold out for the next three weeks. But come around an hour or so before train time; sometimes we have cancellations.

I walk through the underground passage to the Royal York Hotel and find no space in any center-city hotel -- there is a national convention of undertakers in town, and this, combined with the Canadian National Exhibition, has filled up everything. (I had left home before any reply to my reservation request had been received). After a number of telephone calls, I find a motel with space. "Do you have transit service into the city?" I ask. "Oh, yes, sir, we have street car service." A long taxi ride later I find that the place is on the famous Long Branch Line, one stop beyond Humber Loop. Only in Toronto!

Friday morning, about 7:45 A.M. Since seats to intermediate points are unreserved, I decide that I'll take 50 to Brockville, watch boat action for a while, and go on up on 54 -- although I would prefer to get into Montreal earlier in the day. I hesitate whether to have breakfast first or inquire about space first. I decide that there are short lines right now and I'll ask about space. I would prefer 50 because it's a little slower. The clerk checks on his teletype. 50 is sold out. On 60 there are no coach seats but there's one parlor car seat. It's \$7 over the coach fare and breakfast and lunch are included. A deal has been made.

So 60 makes its operating stops and arrives at Central Station, Montreal, five minutes early.

TRAIN "OFFS" AND "ONS"

ICC has given permission to the N&W to discontinue the "Banner Blue" between St. Louis and Chicago. The N&W also asked the ICC for approval to remove the "Wabash Cannon Ball." This was denied. "The Wabash Cannon Ball", one of America's most famous trains since the 1880's, operates between St. Louis and Detroit.

CB&Q - FW&D "Texas Zephyr" running between Dallas and Denver made its last trip on September 11, 1967, no service is now available between these cities.

Among the trains awaiting the axe because of decreased revenue account decline in passengers carried and post office department removals of most RPO's cars are the Mo-Pac "Texas Eagle", Rock Island's "Golden State", S.P.'s "Sunset Limited", and NYC's "New England States".

The announcement with the greatest impact was made by the Santa Fe. The decision to drop all passenger trains, except the four top trains, is being blamed on Post Office Department elimination of mail cars with a resulting revenue loss of \$35 million, plus a decline of 17½% in passengers first eight months of this year.

Santa Fe new passenger service will be constructed around the "Super Chief", "El Capitan", "San Francisco Chief" and "Texas Chief."

RAILROAD NEWS

Pennsylvania The PRR has sold the land, air and below-street rights to the developers of the Kennedy Co-op Apartment at 18th and Kennedy Boulevard. The PRR has only retained trackages rights to Suburban Station.

PRR is giving its commuters the gold carpet treatment these days. A gold carpet installed by Lees Carpet to test the durability of the carpet. The gold rug, 80 feet long, 16 feet wide, covers the ramp leading from main floor to the Suburban train platform at 30th Street Station. It's walked over by 35,000 persons daily.

PRR is planning to build a large apartment development over its tracks at 10th Ave. and 33rd St., New York City.

New Haven United Aircraft's Turbo-Train, being built for New Haven RR, is expected to arrive at PRR high speed test track for further testing during the latter half of October.

Illinois Central announced plans for constructing 22 buildings over its tracks in Michigan Ave. and Randolph St. area. The plans call for four 90 story and through 80 story office buildings; also a hotel and apartment buildings all in excess of 40 floors.

Trans-Siberian Railroad For the first time, Japanese goods have crossed Russia by rail. A shipment of Toyo Kogyo trucks left Yokohama August 10, arrived at the Soviet Pacific port of Nakhodka two days later, and moved by rail to reach an Iranian terminal near the Soviet border on September 10.

The shipping company, Yamashita-Shinnihon Steamship Co., indicated that costs of using the Trans-Siberian rail line were about the same as shipping by sea to Iran -- around \$32 a ton. But Yamashita intends to continue experimenting with the Siberian rail service.

Reading Company Old non-air conditioned Reading coaches, have been seen passing through Rutherford yard, repainted for Panama Railroad.

Canadian National The Canadian National Museum Train, which has not been on display since the late 1950's, and five locomotives have been presented to The Museum of Science and Technology in Ottawa. Included are:

1859 coach			
1875 dining car)		Blt for Intercolonial Railway
1904 sleeping car)		
baggage car			
combine			
No.	40	4-4-0	1872 ex Grand Trunk. Blt by Portland Loco. Works
	247	0-6-OT	1894 ex Grand Trunk. Blt by Portland Loco. Works
	5700	4-6-4	
	6400	4-8-4	
	713	2-6-0	1900

Northern Ranger, the oldest ship in the CNs Newfoundland Coastal operations has been withdrawn from service. The Frederick Carter has been launched. It will carry standard gauge freight equipment between North Sydney, N. S. and Port aux Basques.

TRANSIT NEWS

Toronto has an experiment underway that may lead to modernization of its trolley-coach operations. Contracts have been awarded to Robin-Nodwell Mfg. Co., Burlington, Ont. and Western Flyer Coach, Ltd., Winnipeg, for prototypes. Existing traction motors, control equipment and other components will be used. Influencing factors include:

In Toronto trolley buses cost \$800.00/year less to operate than diesel buses. The subway system will insure a continuing supply of low-cost power. Toronto now has 153 trolley buses.

Fort Worth, Texas: The Tandy Corp. has agreed to buy the business and merchandising assets of Leonard's Department Store for cash and stock, in excess of \$7,000,000. Tandy will also lease the underlying real estate from the Leonard family, effective October 28th.

Leonard's is a shopping complex of 86 departments spread over six blocks of downtown Fort Worth.

No mention was made of the future of the M&O subway, and its PCCs.

The Tandy Corp. was incorporated in 1899 as the American Hide and Leather Co. In 1956 it became General American Industries, Inc., and in 1960, the Tandy Corp. with C.D. Tandy as Chairman.

Bonn, Germany, work has begun on a subway tunnel to divert street cars from surface traffic jams in the center of Bonn. The tunnel, less than three miles long and costing \$37.5 million, will be ready in 1972.

Philadelphia: Both Red Arrow and PTC did their part during Fire Prevention week. Both had buses painted bright red with appropriated slogans.

San Antonio, Tex.: The Pearl Brewery Co. is probably the only industry served by a private traction line. Two steeple cab freight motors in cream and red still operate, lettered for the Texas Transportation Company. Tracks run throughout the brewery and via the local streets for approximately two miles to the S.P. yards.

This equipment, plus a saddle tank steamer, and a Katy caboose, is promised to the Texas Railroad Museum in the event electric operation ends.

COMING EVENTS

The Philadelphia Chapter's December meeting will be held the third Friday, December 15th, in order to avoid conflict with the holidays. A feature motion picture film of interest to all will be provided as entertainment. **An invitation is extended to wives and girlfriends to join us on this evening.**

Cinders, published monthly, does not necessarily reflect the position of the editor, the chapter, or the National Society.

Editor - W. P. MacIver, Jr.

Deadline for next Issue - December 1, 1967

Contributors - W. Wagner, S. James, A. Hunn.

NEWS FOR CINDERS

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

Submitted by:
