

CINDERS

FEB
1969

PHILADELPHIA CHAPTER

National Railway Historical Society

Volume 4

Issue 1

DIE GOTTERDAMMERUNG

or

IT'S ALL OVER BUT THE SHOUTING, PART III

Friend, can you spare a few minutes of your time to reminiscence a bit with a man who railroaded? Let's talk about some of the great days and trains in our time which many of us remember. Not that I want to cry on your shoulder but just chat a little like the old-timers used to do when they sat around the cracker barrel in the country store. Now I am not an old-timer but I guess a lot of mile-posts have slipped by me since my first train ride back in the early forties. Care to join me on a few trips?

August, 1949. I was waiting on the D L & W station platform in East Stroudsburg, Pa., for the morning local to Scranton. It was a gorgeous day and what a beautiful sight when number 47 rolled in behind a big Pocono class steamer. The trip over the Poconos was a good show, especially when that 4-844 re-started the train at Cresco. I did the whole bit up in Scranton, that is, what was left of Scranton Transit, then the Laurel Line to Wilkes-Barre to ride the Hanover Line of Wilkes Barre Transit, and then down to Allentown on the LV's Asa Packer.

October, 1949. A lovely Fall day and a ride on the Pennsy's Metropolitan from Harrisburg to Altoona. The Metro had Fairbanks units on the headend and a real heavy train. Just a nice fast ride to Altoona, where I rode the A & L V carlines.

September, 1950. It was a damp, misty morning at Penn Station in Baltimore. The sight of that beautifully polished little WM Pacific bursting into view will never be forgotten. And the 3 cars it pulled made the neatest little train I have ever seen. My destination? Thurmont, of course. I had the privilege of motoring car 172 of the H & F from Frederick back to Thurmont. How Lucky can one be?

Labor Day, 1951. The six-car train on the M & SC from Montreal to Granby. Remember?

Fall, 1952. I rode 100 MPH behind steam on the LC's race track from Rantoul to Chicago on the mail train in the wee hours of the morning. You can have your Strasburg RR. I have lived brother.

January, 1953. Another six car interurban train ride, this time a BAERA fan trip on the SAC NORTHERN with the train ferry "RAMON" thrown in as icing on the cake. Is your mouth watering by now?

February, 1953. A ride on the Coast Daylight from San Francisco to Los Angeles. What a thrill to hear the bark of the mighty GS-class engine accelerating the train out of San Jose: How could I hear it in a sealed coach? Easy, it was on the PA system as the passenger rep was giving his talk from the vestibule of the first coach.

April, 1954. Double-heading with steam on a glorious day in the Highlands of bonny Scotland. I traveled to Fort William and Mallaig, then back to Glasgow. When I got off the train in Glasgow's Queen Street Station I was tired and dirty and also happy after all that I had seen.

October, 1955. I was on my way home from the military for good and decided to detour via St. Louis to ride the Illinois Terminal. All that left was the suburban service to Granite City and a pair of trains to Springfield. Somewhere north of Carlville the motorman got a chance to wind up the controller of his one-car streamliner and we rocketed along for a few miles at 75 MPH. A couple months later the ITRR was finished with the interurban business.

Fall, 1956. The Andrea-Doria had gone down just a few days earlier and I was aboard the Olympian Hiawatha eastbound from Seattle. We had a bi-polar engine from Avery to Deer Lodge and than a Little Joe took over the run to Harlowton. I hung out a dutch door to take the movies most of the way.

Labor Day, 1957. My only ride behine triple-headed steam: the Blacksburg branch of the N&W. Were you there? And then a ride on the mixed train to West Jefferson a day later to top it off.

November, 1963. I was traveling on the Seaboard's Palmland from Columbia, S. C., to Jacksonville. It was raining south of Savannah and somewhere near Woodbine we took siding. I guessed that we had to meet with the northbound Meteor so I opened a dutch door to watch the action. The silence was almost deafening out there in the swamp lands, no highway noise or airplanes overhead, just the gentle drip of the rain and steam leak from the cars. And then, suddenly, my ears pricked up. From far down the line came the hum of diesels straining with their load. Then it grew stronger and soon a headlight hoved into view. About a quarter mile away the hogger on the Meteor shifted his E-units into crusing range and then began laying it on the chime horns to tell us to stay the hell out of the way: here he comes. Zoom---The Meteor was by us in seconds and swalled up by the gloomy mists. It was one of those rare moments for the railfan.

We are well into 1969 now and the vultures are picking clean the bones of the passenger train. I must confess that my good times with railroading are considerably diminished and I am somewhat sad when I think of all that has gone by, never to return. I am reminded of the words of the Apostle Paul in his letter to Timothy: "The time of my departure has come. I have fought the good fight, I have finished the race,----". It will soon be over for the passenger train as we know it, but what glorious memories we have of those days.

DIE GOTTERDAMMERUNG

BEN NEVIS

SHORT LINE NEWS:

The Georgia Northern has been granted permission to buy 21 miles of tracks from the Georgia & Florida Railway between Sparks and Moultrie, Ga.

The Wayesburg & Southern Railroad, has asked the Interstate Commerce Commission for authority to construct a line between Green County, Pa. to Monongalia County, W. Va.

The Interstate Commerce Commission has authorized the abandonment by the Tennessee Central of its entire line, extending from Harriman Tenn. to Hopkinsville, Ky., but has permitted the Illinois Central - Louisville & Nashville and the Harriaman & Northeastern RR., to acquire and operate over extensive segments of the trackage.

The Commission authorized the IC to acquire part of the TC main line between Hopkinsville, Ky. to Nashville, Tenn. totaling 75.71 miles and a spur track at North Nashville, Tenn. totaling 3.67 miles long and a side track aggregating 50,750 feet as well as certain property.

The Commission authorized the Harriman & Northeastern RR. to acquire 36.8 miles of track from Crossville, Tenn. to a point near Harriman, Tenn.

The Commission authorized the Louisville & Nashville to acquire trackage between Nashville, Tenn. to Crossville, Tenn. totaling 135 miles and 3 branch lines totaling 17 miles.

TRACTION TERMINAL:

The Chicago - South Shore & South Bend RR, has asked the Indiana Legislature for assistance in obtaining Federal Funds to be used in purchasing new passenger cars for the RR.

The BUUD COMPANY has successfully tested a six-car Metroline Train powered by Electrical Equipment supplied by the Westinghouse Electric Company at speeds of 165 miles per hour.

RAILROAD NEWS:

The Louisville & Nashville has asked the ICC for authority to acquire trackage rights over the lines of the Chicago & Western Indiana RR. in Chicago. In seeking approval of the trackage rights, the L&N said the right to operate over the C & WI lines would enable it to provide efficient and economic service between Chicago and the points it serves. The L & N said that the operation over the C & WI trackage if approved will begin when it acquires the "Evansville Line" of the Chicago & Eastern Illinois, and end on July 1st, 1972. By that time, the L&N said it expects to have merged the properties and franchises of the Monon Railroad into its operation and then no longer will there be a need for the trackage rights agreement.

The New York Public Service Commission has ordered the Penn Central to provide better commuter service between Pawling - Poughkeepsie to New York City. In the area of Penn Central Suburban Commuter Service, the commission found that improvements were necessary for the benefit of the riding public. In view of complaints of overcrowded trains, late arrivals, equipment failures and other shortcomings. The Commission said it was fully justified in ordering standards of service to be observed by the Penn Central.

Standards of Service- includes better on time performance of commuter trains- use of sufficient equipment to provide a seat for the normal volume of passengers- proper maintenance of tracks in the commuter area- keeping the commuter trains and stations clean- requiring maintenance on a regular basis of heating and air-conditioning equipment.

In adopting the standard the commission told the railroad it expects full and prompt observance, indicating its staff would make frequent unannounced inspections to check on conditions.

PASSENGER NEWS:

In perhaps the most abrupt train discontinuance in Railroad History the Louisville & Nashville halted its Southbound "Humming Bird" Passenger Train at Birmingham, Ala. on January 9th, 1969. Forcing the train 14 passengers to complete their journey by Bus.

The Passengers some of whom were in the midst of eating breakfast aboard the train were told by the L&N agent in Birmingham to "Get Your Baggage, We'll put you on a Bus." It would have been nice public relations gestures to have continued the Southbound train to New Orleans said an L&N Spokesman. "Perhaps with Champagne and Songs for the Passengers", but, while that train was running a new restraining order might have been obtained.

The Louisville & Nashville seek permission from the ICC to discontinue "Gulf Wind" No. 11 and 12, between Chattahoochee, Fla. and Flomaton, Ala.

The Chicago Burlington & Quincy has discontinued the operation of Trains 42 & 43 between Omaha, Nebraska and Billings, Mont.

The Seaboard Coast Line has received permission to discontinue operation of its daily passenger trains - No. 94 and 95 between Atlanta, Ga. and Jacksonville, Fla.

The Seaboard Coast Lines has also discontinued the operation of Trains No. 33 and 34 "Silver Comet" between Atlanta, Ga. and Birmingham, Ala.

The Souther Pacific has been ordered to continue the operation of trains No. 11 and 12 "Cascades" between Portland and Oakland for at least one year.

The Milwaukee Railroad has been denied for at least four months from discontinuing the operation of Trains 55 and 58 between Chicago to Minneapolis.

The Southern Railway as in the past and again this year, operated two special passenger trains occupied by the De Kalb County Safety Patrol. From Atlanta to New Yor. These two trains arrived in New York on the evening of the 5th of April, and left New York on the 6th of April. The consists of these two trains are as following:

TRAIN "A" - 1030 - 1014 - 1024 - 832 - 838 - 825 - 3305DN - 3168DN -
840 - 1042 - 1035 - 660CGA - 951Coach Lounge - 1032 -
1038 - 1034 - 3306DN - 1040 - 1044 - 1043 and 1037.

TRAIN "B" - 1018 - 1068 - 1016 - 1015 - 829 - 827 - 3869DN -
3164DN - 1066 - 1041 - 1036 - 662CGA - 954Coach Lounge -
842 - 841 - 3312DN - 846 - 843 - 844 and 661CGA.

All equipment except noted is Southern Railways. Good Show to the Southern Railway for this movement.

EXTRA 2200 South:

Are you interested in railroad motive power? Would you like to know which railroads are buying FP 45's or which railroads are still operating the ALCO PA's? If you are interested in railroad locomotives of today, there is an excellent monthly magazine for you; EXTRA 2200 South. This 23 page magazine features locomotive news, motive power rosters, technical articles, and plenty of pictures. It is written and published by railfans for railfans. The Subscription price is \$6.00 per year. If you would like a sample copy to see what EXTRA 2200 South is all about, send 60 cents to Mr. Ron Dover, P. O. Box 41085, Cincinnati, Ohio 45241.

Cinders now published on a bi-monthly basis, does not necessarily reflect the position of the editor - chapter or the National Society.

Contributions of this edition of Cinders are as following:

Ben Nevis - Rodger W. Fredrick and Mark S. Bennett.

Acting Editor ----- Joseph Rafferty
Foreign Editor ----- Rodger W Fredrick
Exchange Editor ----- William P. Mac Iver
Assistant Editor
and Circulation Manager ----- Mark S. Bennett
