

# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

April 1965



## CINDERS

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### SOUTH SHORE SWAN SONG?

In a surprise move, the C&O has sought ICC permission to control the South Shore. In its application the C&O; who, with its affiliate the B&O is awaiting a decision in its application for control of the Western Maryland; noted that it has purchased 30% of the South Shore's stock. Further, the C&O pointed out that the two roads interchange substantial traffic and have a number of common terminals which can be consolidated with considerable savings. SS Pres. W. P. Coliton and his management would continue their present policies under C&O control and the parent road would aid in "modernization" of the electrified line.

Although no mention was made of it, speculation has it that the C&O seeks control to gain access to Bethlehem Steel new plant at Burns Harbor.

The C&O offer, made just before the SS's annual meeting, was quickly approved by the short line's directors. Stockholders also learned that the 90 mile ex-interurban grossed almost \$8 million divided evenly between freight and passenger traffic. Net income for the year exceeded \$275,000.

The C&O's application was met with almost instant action by the Monon Railroad. The 573 mile hoosier line has been battling the present SS management for over a year seeking representation on the SS's board. The Monon, who already owns some 20% of the SS's stock, demanded an ICC investigation of the C&O's application. The NYC is also reported ready to act to prevent the juice line gaining access to the Burns Harbor plant.

### PENNA. RAILROAD MUSEUM

Penna.'s Railroad Museum is still drawing the attention of many, especially columnists. Hedda Hopper never heard of Strasburg, was strongly in favor of Altoona. Columnist John M. Cummings, in the Inquirer, even managed to change the track gauge at Strasburg from standard to something in the narrower aspect. It's amazing how something like a rail museum can be the farthest thing from anyone's mind for such a long time, and when some organization like Strasburg actively goes after such a noble thing, only draws criticism from people who obviously don't know the difference between a John and a Hopper.

DEADLINE FOR NEXT ISSUE MAY 10, 1965.

Send news to W. R. Durrwachter,  
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### SPIRIT OF ST. LOUIS

Your editor enjoyed a trip on the PRR's Spirit of St. Louis to Richmond, Ind. over the weekend of March 13. Highlight of the trip was a 2½ hour visit to the front end from Altoona, over the Horseshoe, to Pittsburgh. Scheduled to leave Altoona station at 10:04 PM, we were five minutes behind as a trio of EMD's started the Spirit with a total of 15 cars up the slope. A hill that has seen much helper service, our three units alone maintained a steady 30 plus all the way up. The night was clear and cold with 4 to 8 inches of snow all over. I have never seen Horseshoe Curve look so beautiful, with the K-4 its only companion. The Spirit seemed to stretch for miles behind us, each car's lights reflected from the snow. Attached behind was a business car - its occupant a mystery even to the crew.

Our first meet was a freight just beyond the curve. Even with the assurance of automatic cab signals, it was difficult to believe that this approaching train might not just be on the same track. Only when there was but a short distance between us could I see two tracks separating us. Another bothersome thing was the headlight beam. A Mars Light would be better for sighting around curves. The regular beam simply splashed into a hillside or off into space.

Coming down the other side of the mountain, the Spirit really started to pick up speed. Soon we were hitting an easy 70. Through Johnstown without stopping, past lonely dispatching shacks with a wave of the flashlight as greeting, and on into the outskirts of Pittsburgh. I finally had pointed out to me where Westinghouse at Wilmerding situated their PRR I-1. It's between their buildings, and easier to spot when eastbound. The Penn Texas and The General passed on their eastbound trek and we pulled into Pittsburgh three minutes to the good.

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

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## NRHS TRIP - MAY 2

All of us should be aware of, and make everybody else aware of, the wonderful trip lined up by our Chapter on May 2 to Harpers Ferry. Leaving 30th Street at 8:30 A.M. and Paoli at 9:00 A.M., the special train will proceed via Harrisburg, Hagerstown and Martinsburg, arriving at Harpers Ferry at 2:35 P.M. The return trip will be via Baltimore, arriving at 30th Street at 8:05 P.M. The PRR will honor return to mainline points Overbrook to Paoli through transfer checks on regular locals. The diner will serve Breakfast and a Roast Beef dinner. Coach lunch will be available in an open door Baggage Car. An Observation Lounge will be available for Chapter members. Fares: \$11.50 for adults, \$6.00 for children and Chapter members for \$1.00 less regular fare. Richmond, Virginia Chapter will be in Harpers Ferry at the same time. Remember, the future of the Chapter depends in large measure on the success of this trip.

### READING TO NEW YORK CITY

Member James Myers recently rode the Crusader to New York. This train, along with the Wall Street, now charges an extra 50¢ supplemental charge from stations in Philadelphia area to New York with proportionately lesser charges from other points. The Crusader is now a three car train, two GM "A" units with a coach, diner-lounge and a coach. The diner-lounge is 1186 with the name "Iron Horse Ramble" painted on the side. Regular diner is in shop.

At Rosselle Park (3 miles West of Elizabeth) on the Jersey Central, bull-dozer were constructing the fill to be used for track connection to the Lehigh Valley under the Aldene Plan which will be put in effect later in 1965 whereby all passenger trains operate into the Newark station of the PRR via the Valley and the PRR.

One track of Newark Bay Drawbridge is being dismantled, leaving three tracks for operation.

Upon arrival at Jersey City Terminal, the Tides and Narrows, ferries leased from City of New York, were seen. These boats, which formerly operated in Brooklyn-Staten Island service, are much smaller than the 59 year old CRRNJ fleet which is in a sad state of disrepair. These boats do not have the same "fit" in the ferry slips, but will prove to be a life-saver for temporary service for the Jersey Central until such time as all trains terminate in Newark.

### FRISCO FAILURE

Despite the optimism displayed by the KCS in its continuing passenger equipment orders, the Southwestern states face the loss of another passenger carrying railroad. The Frisco has applied for permission to drop all passenger service. The road, facing an annual loss of better than \$3M will discontinue such famous names as the St. Louis-Oklahoma City trains, Will Rogers and the Meteor. Only an average of 50 passengers a day rode each of the Frisco's twelve trains.

### SHORT LINE NOTES

The Tulsa-Sapulpa Union, the dieselized version of Oklahoma's last electric railway, was spared destruction in a recent ICC Examiners' report. The state department of highways has applied for abandonment without the knowledge of the road to permit highway construction. The three diesel line is owned by the Liberty Glass Co.

Two new railroads have been formed. One, operating over a 25 mile Wisconsin branch of the C&NW, will provide both steam powered passenger excursions as well as freight service. The other, known as the New River Railroad, was formed by the Southern Railway to purchase, for \$50,000, and operate Tennessee's Shay powered Brimstone Railroad. Power for the 12 mile coal hauler was not disclosed.

Steam short lines gain acceptance as well as traffic. The Nevada Heritage Association has revived the long proposed reconstruction of the famed Virginia and Truckee Railroad. Even the Wall Street Journal carried a recent report on the success enjoyed by the Arcade and Attica in using its passenger traffic to keep in the black.

Despite success elsewhere, Idaho's 6 mile Craig Mountain quit when a sawmill, which supplied 95% of its traffic, closed. The Smokey Mountain was never a success and is even finding it difficult to close shop - its abandonment authority has been extended for two years.

Elsewhere, the Eastern Tennessee & Western North Carolina retubed 2-8-0 No. 208. Meanwhile sister No. 207 is the road engine. George Hart's operation over the M&P will start 4/18 with ex-Rdg #1251 as road power. Operation will be expanded around Memorial Day to include a round trip to Delta, Pa., behind CP 4-6-2's #1238 and #1286 or BEDT #14.

The WK&S (Hawk Mountain) will reopen 4/25. Annual meeting revealed over 40,000 passengers carried during 1964. Improvement planned for the coming year includes crossing gates, block systems and a Public Address system.

## TRACTION TERMINAL

A 30 day continuance has been granted in the hearings on Red Arrows application to bus its Ardmore line. The hearings revealed that PST does not intend to use its largest buses and that the tracks on West Chester Pike would remain for one to two years pending the elimination of the Llanerch barns. The "busway" as proposed by the Simpson and Curtin report will not be used, instead the buses will use crowded public streets. Objections have been raised by several merchants in the Point Reading Road area over the buses operating thru a semi-private parking area.

The Pennsylvania Railway Museum Association (Arden) reported in the March, 1965 issue of their newsletter that the Port Authority (PAT) rail operation is having difficulty meeting its rush hour equipment requirements. A large number of breakdowns have kept maintenance forces working full time repairing defective street cars while preventative or scheduled maintenance is nil. Craft Avenue is unable to fill its scheduled rush hour trips some days, and other barns are little better. Breakdowns in the rush hour usually result in the cancellation of all trips for the cripple. This is a sad reflection on the Authority's take-over policy as there are several dozen servicable cars, still owned by Pittsburgh Railways, stored at the Rankin barn. PAT, however, has asked for bids on 200 new buses to replace rail operation in the North Hills area and on most East End lines.

The 20 mile Southern Iowa Ry has been sold to the newly formed Southern Industrial Railroad for \$50,000. No immediate change in motive power is planned.

The CNW purchase of eight miles of former North Shore right of way north of Dempster Street in Skokie has effectively ended hopes for extension of the CTA's highly successful Skokie Swift operation. The CNW plans to relocate its main line over the North Shore and utilize the present main line for industrial development. NS right of way in Kenosha has been sold to American Motors.

## COMMENT OF THE MONTH

A Cherokee Indian vacationing in Conn. - on the New Haven: "My ancestors used to attack trains like these."

## RETIREMENT?

John W. Barriger, a railfan's railfan and former president of the P&LE, went through one of the shortest retirements on record. He's now Chairman and Chief Executive Officer of the M-K-T. The 65 year old railroad wizard is already lighting a spark under the Katy with promises of better service and new equipment. Even the railroad industry can't keep a good man out. Good luck, John.

## MAIN LINE TIDBITS

PRR is selling five locos to the C&E and several Alco DL-600's to the B&LE. The PRR also sold 12 ex Pittsburgh suburban service P-70 coaches to the Long Island. The Reading is busy working on the Fox Chase section of the Newtown branch. Work includes new rail, ties and signals. Construction has also started on the consolidation of the CNJ and LV in the Bethlehem area. All of the P-S built NYC MUs will be in service by mid-April. Both the KCS and the UP plan to add new passenger equipment during 1965. PRR and CN will make major improvement in their passenger car repair programs. Former RDG Crusader equipment was out of service recently. P&LE, becoming another railroad without a business car, sold John Barriger's private car to the West India Steamship and Fruit Company. PRR MU #150, from original Budd series, has suffered a major ceiling fire.

The CP plans to drop trains 31 and 32, once part of the thru Boston-Montreal service. Soo Line's "Laker" is gone. The MOPAC wants out from the vestige of the Colorado Eagle, which is now down to about three or four cars daily.

At least 253 locomotives have been ordered this year, none of which were steam.

Some \$22 million will be spent to rebuild the 525 mile long Hedjaz Desert RR across Saudi Arabia. The line was destroyed during WWI by Lawrence of Arabia.

Construction is also planned by the CN in western Alberta and by the Norfolk Southern in North Carolina.