

CINDERS

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NEW EDITOR

"CINDERS" the official publication of the Philadelphia Chapter of the National Railway Historical Society, with this issue has a New Editor. The New Editor is Mr. Elbert W. Simons, Jr.

Mr. Simons, has lived in Philadelphia all of his life, except for College at Penn State, where he majored in Business Administration, and for military service with the United States Air Force.

Mr. Simons, states that times have certainly changed the Railroad scene and, while he confesses in having fond memories of the Steam Power and unusual diesels of the past. He finds current developments absorbing and fascinating.

He states this for CINDERS in his own words. That the purpose of a newsletter such as this is ideally to disseminate news of Chapter developments, and then carry items of interest to the membership. I'll try to concentrate on current area developments - perhaps bringing out things you may want to see or do. I invite anyone to write to my home at 824 Herschel Road, Philadelphia, Pa. 19116 if they have any news they feel may be of interest. So Fellows, this is your Newsletter, support your New Editor and send him any news that you feel CINDERS could use.

PRSL NEWS:

The PRSL has received their Five new GP39's numbered 2005 to 2009. Like their GP38 predecessors, these are lo-nose freight units assigned to Camden (Pavonia). Now that they've entered service, here's the assignment of Baldwins on the PRSL as of 21 April 69.

MODEL DRS 4-4-1500	6000 at Millville
" " "	6001 Leased to PC 46th St. Phila.
4-4-1500	6003 Leased to PC (Camden) Pavonia.
AS - 16	6013 to 6016 On Atlantic City Passenger Trains.
" "	6008 Leased to PC 46th St. Phila.
" "	6010 Leased to PC (Camden) Pavonia.
AS - 16	6022- 25 - 27 General PRSL Service.

Ten Units have been scrapped as the Ten Geeps were acquired. 6002 - 07 - 09 - 11 - 12 - 14 + 6026 gone. 6004 - 05 + 6015 set aside for scrap.

All 12 switchers remain on the books. The lone S-8 6006 and S-12 6028 are at Coopers Point (Camden). S-12's 6021 - 30 and 6033 are at Bulson St. (Camden) 6019 at Bridgeton - 6020 at Paulsboro - 6031 at Millville + 6032 at Atlantic City. This leaves 6017 - 18 + 6029 for General Service. The 6000 - 08 - 13 + 6016 have large PRR-Style numbers and the balance are in the old scheme.

METROLINERS NEWS:

The Westinghouse Powered Metroliners still haven't service. Most are still at West Morrisville, Pa. on the PC., but a few are at Jenkintown presumably en route to Budd's Red Lion Plant. As the 31 coaches (#800 to 830) involved are just over 50% of the 61 Metroliners, full service is a long way off.

PENN CENTRAL NEWS:

PC overhauled and repainted at least 8 and possibly 12 RPO'S for service on the New Haven Region. The cars are as following: 6557 - 6560 - 6578 - 6580 - 6581 - 6583 - 6585 + 6590 in green so far. They replaced those streamlined Santa Fe's RPO'S, New Haven had leased prior to the Merger.

PC is slowly outshopping stainless steel New Haven coaches in PC Livery, this was long overdue. The green trim is a definite improvement over the "Mc Ginnis Orange", and in fact the cars were originally trimmed in green. At the announced rate of four cars per month, it will take two years to finish these cars alone, let alone the prewar "American Flyer" cars. MU's (Streamlined) are being outshopped on a semi-monthly basis, so it will take over four years before they are all repainted.

New Haven FL9 5047 has been seen in Penn Central Black.

Over Thirty of Penn Central's ageless GG-1's are in the PC Black Scheme now, these don't include prototype 4800 + 4801 (Still in the Old Pin-Stripe Scheme of Years Ago) both of which have recently been seen in freight service. The GG-1's in PC Colors are as following: 4824 - 45 - 59 - 61 - 62 - 64 - 65 - 75 - 82 - 84 - 86 - 89 - 93 - 95 - 97 - 99 - 4900 - 01 - 03 - 05 - 08 - 10 - 12 - 14 - 16 - 18 - 19 - 23 - 25 - 27 - 29 - 30 - 32 - 33 + 4937.

Along the same lines, I have recorded 80 MU cars in either the all-green Scheme or the later green with a - white-stripe variation. Some 192 cars are supposed to be repainted, but the program has at least another eighteen months to go at the current rate of painting.

Other new equipment may be seen in the New York Area. PC has over half of the 35 Jersey Arrows on order from St. Louis Car. They are used on the North Jersey runs to New Brunswick, South Amboy and Trenton. Now, The State of New Jersey wants to buy 46 more Jersey Arrows to completely replace any red MU's on the Penn Central's North Jersey routes.

READING NEWS:

Reading still has fourteen "Steam" coaches on their roster. Cars 1547 - 2001 - 02 - 12 - 14 are equipped for push-pull operation and at least car 2015 is equipped for service Reading, Pa. to Philadelphia, Pa. While another eight cars are held at Wayne Jct. for emergency use only. The latter are: 1526 - 1534 - 1535 - 2000 - 10 - 11 - 13 and 2016. The 2000 - 01 - 2002 were originally rebuilt for the Wall Street Street; sister cars 2010 - 2016 have a lounge are and orginally were assigned to the Schuylkill and King Coal Trains. Incidentally, Reading's last cab units (3 FP7's) are assigned to the push-pull set with one unit on each end of the consist, and one spare.

JERSEY CENTRAL NEWS:

Jersey Central is getting fifty used streamlined coaches for its North Jersey Coast services. There are either 17 or 18 Rock Island Cars, at least ten MOPAC coaches, and at least 4 N&W (ex Wabash/ex Boston & Maine) cars. They are numbered in the 300 series after overhaul at Reading Company's Reading Shops. The MOPAC cars especially are a varied lot with ACF + BUDD + PULLMAN built examples.

PASSENGER TRAIN NEWS:

The Seaboard Coast Lines on Sunday, April 13, ran a Passenger Extra from Miami to New Yor via the same route as the Florida Special. The consist was: SCL 5011 - UP Placid Waters - C&O Greenbrier - SP 9402 - PRR Imperial Loch - SP 9118 - SCL 5905 - ACL Virginia Beach - SAL Tampa - ACL 244 - SCL 5265 - SAL 6607 - 6117 - 6256 - SCL 5600 - 5607 - 5206 and REP 803. That's 7 Pullmans, 7 Coaches, a lounge, 2 Diners and a dorm for a respectable eighteen cars.

LONG ISLAND NEWS:

Long Island is over 10% along on their huge order of cars from Budd. Around seventy "Metropolitans" have been delivered with perhaps half of those actually in service. The order calls for 620 cars and production will probably last into early 1971. Best line to ride them seems to be Penn Sta. to Babylon at the moment.

As all prewar MU cars are to be replaced by the Metropolitans, little work on old cars is being undertaken. I've seen only one old car in the grey scheme with large Salmon numbers, which was the standard before the Metropolitans. I'm impressed by the Metropolitans, they are quiet and as comfortable as any commuter stock that you'll find.

Long Island last year bought seventeen lightweight sleepers. At the same time they retired around 29 of their old parlor cars, so business may have declined somewhat.

You can still ride an old parlor car this summer as ten Heavyweight cars were on the roster in early 1969. Included open platform observation SETAUKET which operated on the rear of the All-Parlor Cannonball last summer (and presumably will

do so again in 1969). They also have streamlined (flat-end) observation Nappanee, an ex B&O 5DBR. Lounge which once operated on the rear of the Capitol Limited, 3 ex Louisiana & Arkansas 14R & 4DBR. sleepers. - 5 ex Pennsy 4cpt - 4dbr & 2dr. - 5 ex pennsy 6DBR bar-lounge - and 3 ex Pennsy 13 DBR cars comprise the balance of their streamlined parlor car fleet.

TRACTION TERMINAL:

Streetcars fans might enjoy the next area. SEPTA P.C.C. car 2159 is at Courtland Street shops, as the pilot car in the plan to modernize the subway-surface fleet. Word is, It will get only fluorescent lights and bucket seats; such goodies as air-conditioning and MU couplers having been apparently been dropped. As all-electric 2100 Series go through the shops, they are being transferred from Luzerne to Woodland in trade for an air-car (20-25 + 2600 Series).

The list of PCC's which received either the "MudTan" or one of the experimental scheme and their depot of assignment is:

LUZERNE DEPOT: 2549 - 2565 - 2582 Tan Colors.

GERMANTOWN DEPOT: 2732 - 2752 + 2772 Tan Colors.

also at GERMANTOWN is Car 2733 which has Cream top and Blue Bottom.

CALLOWHILL DEPOT: 2111 - 2122 + 2718 Tan Colors.

WOODLAND DEPOT: 2160 + 2777 Tan Colors.

Incidentally: All Electric Cars at Woodland Depot are currently getting side destination signs.

SERVICE NEWS:

In Case You haven't seen the familiar face of Mr. Thomas Janisheck at our Chapter Meetings since January of this year. Have no Fear! Tom is still a Chapter Member, and is currently serving in the United States Navy. Tome has served as a flagman on our Trolley Excursion throughout the past couple of years, and has done an excellent job at it. So Fellow Chapter Members, when you go on your vacation this year, how about sending Tom a Postcard. He'll be glad to hear from you.

Mr. Thomas Janisheck address is as following:

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Tom, from your fellow chapter members, you're doing a great job and we are proud of you and your fellow buddies who are doing a great job in protecting our country.

CONTRIBUTORS FOR THIS ISSUE OF CINDER, ARE AS FOLLOWS:

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CINDERS, Now published on a MONTHLY schedule, does not necessarily reflect the position of the Editor, the Chapter, or the National Society.

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