

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

FEBRUARY, 1971

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A SPECIAL THANKS TO - Les Dean, North Jersey Chapter, NRHS, who so kindly provided the PC Christmas schedules you received with the last issue.

FEBRUARY, 1971 MEETING NOTICE

A Screen Display of Old-time

Post Cards

.....an extraordinary program of post card views of local railroad and traction scenes, during the period 1890 to 1940!!!! Come out and enjoy the local rail and traction scene before the day of arrival of the fan with the 35mm slide camera!!!!

Friday Evening, February 19, 1971
Dinner at 6:00 P.M., Meeting at 8:00 P.M.
The Engineers Club, 1317 Spruce St.

JERSEY CENTRAL was rescued from the wolves!!! New Jersey accelerated payment of its \$600,000 commuter subsidy and N. J. Legislature passed a bill providing for a \$2 million subsidy to keep CNJ running.....PENN CENTRAL plans to spend \$272.6 million in 1971 on capital improvements, trustees said in a Dec. 31 statement. A total of \$198 million will be spent for rehabilitation and purchase of 27,500 freight cars, and 269 locomotives. Road and yard projects will get \$74.6 million. In their recent statement to Congress, PC trustees noted that they were able to finance equipment purchases; the big cash problem is covering the operating deficits.....JOHN W. BARRIGER, who has retired from the presidency of two railroads (Pittsburgh and Lake Erie in 1965, the Katy in 1969), is now taking on a third. Trustees of the bankrupt BOSTON AND MAINE have picked Barriger, who is 71, to become chief executive officer of the B&M.....the publicly-owned LONG ISLAND maintained its record in 1970 as the Nation's busiest passenger railroad, hauling 260,000 riders daily--but it did so at an operating loss of \$25.1 million. LIRR's 1971 loss is estimated at \$43.3 million.....GOVERNMENT SAFETY INVESTIGATORS have suggested that it may be advisable to put seat belts on passenger trains. The recommendation grew out of the board's investigation of a head-on collision between two Penn Central commuter trains August 20, 1969, near Darien, Conn., in which 4 were killed and 40 injured.....C&O's HOT SPRINGS MIXED made its last run November 2.....C&O/B&O has ceased giving complimentary meals to sleeper passengers. No change in fares, however.....CAPITAL BELTWAY STATION served 20,000 passengers during its first 6 months of operation.....MESSAGE PASTED OVER CRACKED PC COACH WINDOW: "This window was broken by vandals. More than 17,000 train windows were damaged in 1969. This cost PC over \$1.5 million last year. Please bear with us until this window can be replaced.".....the estimated cost of building the 6.2 mile NORTHEAST EXTENSION to the BROAD STREET SUBWAY has risen by \$75 million in the last 6 years, and even the most optimistic officials concede that construction still cannot begin until late next summer at the earliest. SEPTA will operate it upon completion.....the WEST JERSEY & SEASHORE RAILROAD said it has omitted a semi-annual dividend of \$1.50 per share on its common stock January 1. The railroad said the action was taken because it hasn't received rental payments from the Pennsylvania-Reading Seashore Lines, which leases the West Jersey's 197 miles of track.....NEW HOPE & IVYLAND's new diesel arrived on the property January 9th. It is an RS1, formerly Washington Terminal #57, and sounded to us like it was in pretty good shape. Its arrival brought an end to the sporadically operated Saturday steam mixed train. From now on the "new" engine will perform this duty.....the NORRISTOWN HIGH-SPEED LINE of SEPTA's Red Arrow Division was shut down from 7:50 a.m., to 8:55 a.m., on January 4 during the ice storm when a piece of the third rail broke at the Parkview section of Highland Park, near the 69th Street Terminal. Ronald DeGraw, Red Arrow Director of Development and NRHS member, said some buses were substituted for the high-speed cars but they were slowed greatly by icy conditions.....PENN CENTRAL gained an average of 50 passengers a day on the Washington to New York run while airlines lost 50 since the start of the Metroliners in 1969. A report, released by DOT said railroad travel was up 39.5 per cent in the 12-month period ending June 30, 1970. The report said total Washington-New York railroad travel, using Metroliners and conventional trains, was up 14 per cent over 1969. P.S. - the Metroliners had their 2nd birthday on Jan. 16th.....we understand EL E-8 passenger units are now being pooled with the DELAWARE AND HUDSON's Alco PA units on the four passenger runs. This will allow shopping and maintenance of the PA's. This was done last winter, too.....another piece of the RUTLAND was reactivated last October. The Ogdensburg Bridge and Port Authority is now operating from Ogdensburg to Norwood with a 1,000 h.p. Alco and is developing an industrial park.....we had announced that the ROCK ISLAND would move into Union Station in Chicago on January 1st. Not so!! Construction of the interchange at Englewood has not even been started. The change-over from LaSalle to Union will probably not be a reality until next summer.....ILLINOIS CENTRAL's new electric suburban car prototypes #1501 and 1502 are due on the property March 1, 1971.

(CONTINUED)



"ON THE SCENE"

with El Simon

This is a new column in CINDERS, and will become a regular feature, containing El's comments and notes on primarily the passenger equipment scene as he sees it. -The Staff

The Christmas season brought forth longer PC trains along the "Ground Shuttle" route and extra sections on a few days....on the heaviest days, all sorts of MU's (ranging from the 8-car "dead" set to conventional "reds" to Silverliners to Jersey Arrows) could be seen clattering between New York and Philadelphia. Christmas Eve saw a low point reached when the eight-car "dead" set ran as A/171 all the way to Washington without toilets or baggage racks, bouncing along at 80 MPH, partially on friction-bearing trucks. It's always chic to knock the PC without giving credit where it's due. I will grant that the number of trains operating is less than it once was, but the extra travel at holiday time is as intense as in previous (recent) years. PC did a creditable job - I noted few standees and very few junk coaches. Even some extra parlor cars were operated to Boston.....Budd has reached the 510 mark in M-1 deliveries to the Long Island, with 110 remaining. After this contract, 80 additional units will be built for service on the former NYC routes out of Grand Central. This last order will be built under contract to GE and will apparently wind up production at the Red Lion Plant. A new plant is being built at Erie by GE for their carbuilding business. The first cars to be built at Erie should be 144 MU's for the old New Haven division.....the SEABOARD COAST LINE aided Penn Central's holiday passenger car requirements with extra coaches. On Thursday, December 31, two New York-Philadelphia trains used 15 standard and 7 streamlined coaches from the SCL fleet. The cars were laying over between peak-day assignments on the PALMLAND and GULF COAST SPECIAL and PC put them to good use.....several GG1's (e.g., 4800, 21, 66, and 74) have been repainted in the past few months. The 34 units still in the old paint scheme have had their keystone emblems replaced by a small PC emblem.....two more MU's repainted are 748 and 607. 607 is the first "E1" to be repainted PC green. This class was the original series used on the pioneer Paoli and Chestnut Hill electrifications.....ERIE LACKAWANNA has received its first new GE U34CH diesels and coaches to begin the modernization of its non-electric commuter service. 105 coaches in all are on order from Pullman-Standard.....five GP38's originally ordered by PRSL were delivered to PC in November and are gradually receiving PC emblems and white numbers. They retain their PRSL series numbers (2010-2014), although these conflict with Alco units 2000-2024. The Seashore Lines, therefore, still has five Baldwin road-switchers in service (6003, 13, 16, 24, and 25).....PENN CENTRAL overhauled former New Haven parlor-lounge Washington County. As rebuilt, the parlor chairs have been replaced by additional lounge and table seats and a small bar. Baggage doors have been sealed and this area panelled and converted to additional lounge seating. The car is assigned to trains 254 and 263.....OFFICE CAR 90, sold to a private party in Philadelphia, has been repainted dark blue with a gold stripe and is now named Philadelphia Star. Ironically, this was the last car to be repainted in tuscan red, having been purchased from the B&O in late 1926(??).....eight New Haven MU's are being rebuilt to coaches 1380-1387. The first four were released by Altoona in mid-December. Presumably, they will also operate between Trenton and New York along with eight converted Pennsy cars rebuilt last September.....at least 18 surplus sleepers have been stored at Philadelphia. Included are Imperial, Creek, and Point class cars no longer required in regular service. Also, the last Pennsy twin-unit diners and the last New Haven diners are now stored at Philadelphia.....("ON THE SCENE" is continued on page 4)

"ON THE SCENE", by El Simon (continued from Page 3)

.....the twenty remaining EL mainline coaches have been sold to New York's MTA. As rebuilt for commuter service, 9 (2180-2188) are assigned to the New Haven, and 11 (2189-2199) are assigned to EL Port Jervis-Hoboken service.. These are in MTA blue and gray.....so far, onlt combine 4090 has been repainted in MTA livery as it runs on a train of those coaches the MTA purchased last summer. 50 cars were purchased from various railroads and repainted blue but PC cars continue to be painted in PC green.....the READING has repainted at least 31 older MU's since the Fall of 1969 when the current program began. Included were the eight motor-trailer sets and one blue car (9124) involved in a grade-crossing accident. Also, one combine (301) was included - this was damaged by fire at Neshaminy Falls last year.....

.....the PC has some unusual meal-service cars on 22 and 23 lately. Parlor cars Windham County and Johns Hopkins have been seen operating to Pittsburgh and/or Chicago this past month to provide snack service.....WASHINGTON TERMINAL has adopted a new livery of dark blue with silver lettering, and at least two RS1's (40 and 44) have been seen repainted.....to date seven SP sleepers have been seen on the transcontinental run through Philadelphia. SP 9003-06, 9014, 9016, and 9019 are all ex-SUNSET Budd 10-6's built here in Philly.....the LONG ISLAND has 510 M-1's now with 110 to go. Budd finished 500 by the end of 1970, so the order of 620 cars should be completed by late May. The old MU's are falling like flies and even some of their unique "double-deck" MU's, built at Altoona after World War II, are now being retired.....PC's Chicago commuter service is now up to ten cars and three GP7's on two trains. The additional cars required are P70's transferred from the East. An area group wants to replace them with six push-pull gallery cars.....

.....actually, once the order for Arrow-type MU cars for Philadelphia and North Jersey is placed formally (P-S was the low bidder), equipment will be on order to replace most of the remaining PC commuter "junk". Only 6 MU's at Baltimore will remain plus some cars at Philadelphia, depending upon how many new cars are ordered. Should all 130 Arrows be ordered, only a few cars will remain but a lesser amount may be ordered because of inflation, and, consequently, more old cars will remain.

These new cars were delivered in 1970:

For service on . . .	No. of cars	Type	Purchaser	Builder
Bay Area Rapid Transit	4	Rapid Transit	BART	Rohr Corp.
Chicago & North Western	5	Commuter	C&NW	Pullman-Standard
Chicago Transit Authority	94	Rapid Transit	CTA	Budd
Cleveland Transit System	8	Rapid Transit	CTS	Pullman-Standard
Erie Lackawanna	20	Commuter	New Jersey DOT	Pullman-Standard
Rock Island	10	Commuter	Rock Island	Pullman-Standard

Work continues on this undelivered backlog:

For service on . . .	No. of cars	Type	Purchaser	Builder
Bay Area Rapid Transit	246	Rapid Transit	BART	Rohr Corp.
Cleveland Transit System	2	Rapid Transit	CTS	Pullman-Standard
Erie Lackawanna	85	Commuter	New Jersey DOT	Pullman-Standard
Hudson & Harlem Divisions	80	Commuter	MTA	General Electric
Illinois Central	130	Commuter	Chicago South Suburban Mass Transit District	St. Louis Car
Long Island Railroad	120	Commuter	MTA	Budd
New Haven Division, Penn Central	144	Commuter	MTA	General Electric
New York City Transit Authority	300	Rapid Transit	MTA	St. Louis Car
Port Auth. Trans-Hudson Corp.	46	Rapid Transit	PATH	Hawker-Siddeley
Staten Island Rapid Transit	52	Rapid Transit	MTA	St. Louis Car
Toronto	76	Rapid Transit	TTC	Hawker-Siddeley

.....SEPTA's storied #62-YEADON trolley line will lose its unique operation at the end of the month; certain Route 13 cars will be routed via the Yeadon line to Darby terminal. The #62 line has been in operation as a single shuttle line of less than a mile since the early 1900's..

.....CTS Cleveland area fares were increased to 45¢ adult base fare. The Rapid to the airport now has a 25¢ surcharge beyond Brookport station, and the Express/Rapid fare elsewhere is now 50¢..

.....SHAKER HEIGHTS RAPID announced the results of its recent fare hike to 50¢: Revenue is up 25%, wages are up 10%, profit is up 6%, and riding is down 6%. Shaker is currently in the process of expanding parking lots and modernizing

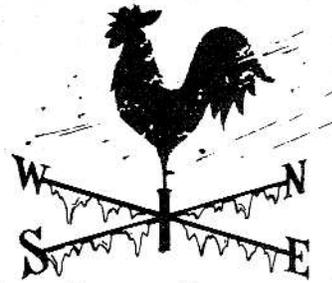
waiting shelters.....the ERIE LACKAWANNA, which serves 35,000 daily commuters to New York from North Jersey, has introduced the first new railroad cars and locomotives designed for "push-pull" service. The first six-car train of the new equipment left Hoboken, Thursday, January 21, 1971, at 5:00 p.m., on the Erie's main line to Suffern, New York. A spokesman for the New Jersey Department of Transportation said that the new cars were being received weekly and that all 105 of them, as well as 23 new diesel locomotives, would be in service by June. The air-conditioned cars, about 20 of which were being readied for service, are being built by the Pullman-Standard Division of Pullman, Inc., in Chicago. They are 85 feet long, the largest all-welded aluminum railroad cars ever built. New Jersey is paying \$18.5 million for the cars and \$7.6 million for the locomotives, which are being built by General Electric at Erie, Pa. At the time CINDERS went to press, five of the locomotives were on the property with 22 of the new cars. As of 1/25 there were at least two round trips per day to Suffern, and one round trip to Dover.....READING COMPANY reported a net loss of \$5.7 million for 1970, after an extraordinary charge of \$1.8 million for major re-

tirements of unused track and other facilities.. In 1969, the net loss after extraordinary items was \$3.4 million.....

...BEVIER AND SOUTHERN has received ICC approval to abandon its entire line (9 miles) between Bevier & Binkley, Mo.....

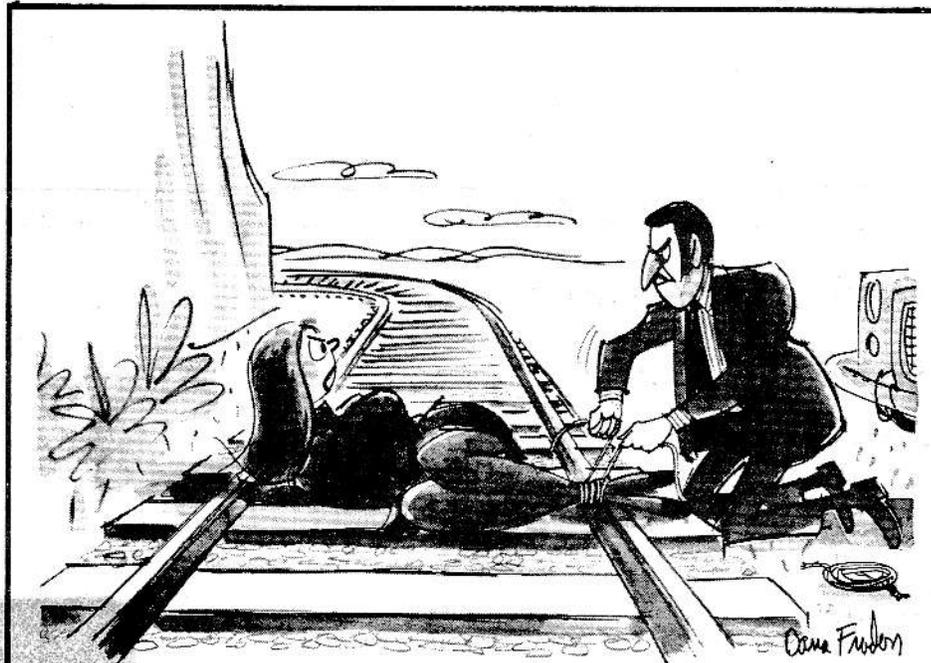
.....PATCO carried 6.1 million passengers in 1969. In 1970, PATCO carried 8.6 million and expects an additional 1.4 million riders in 1971... .a prime example of what modern, two-rail, high-speed transit can accomplish.

(PLEASE SEE PAGE 6)



Beats shoveling snow!

This winter take a break from cold weather, icy roads, and tedious traffic. Take the train to sunny Florida. And relax!



"Don't the railroads have enough troubles?"

.....THE STATE TRANSPORTATION ASSISTANCE AUTHORITY allocated \$12.8 million to projects in the Philadelphia area. The major cash outlays are as follows: SEPTA will receive \$9,231,000 for (1) purchase of 144 air-conditioned Silverliner MU cars, \$6,975,000; (2) improvement of 6 subway stations, \$1,250,000; (3) electrification of 1.8 miles of the Reading from Hatboro to Warminster, \$233,000; and (4) new seats and lighting for subway-surface cars, \$70,000.....PC(PRR) red MU combine #4549, formerly in Baltimore-Washington commuter service, has been removed to Philly; we hear this car will be made into a bar car for the Paoli Local.....U. S. DOT signed a \$3.8 million contract with United Aircraft Corp. to continue and improve the TurboTrain service between New York and Boston, for 2 years. Both of the 3-car Turbos will undergo major modifications in the next few months. Two cars will be added to each train, increasing seating capacity from 144 to 240. Adjustments will be made to cut the noise and vibration that have caused complaints. During the modification period, there will be but one Turbo round trip, weekdays only. PC operates the trains under a separate agreement with the Government. Under the new schedule, effective Feb. 1, Turbo will run to Pennsylvania Station, instead of Grand Central, adding 4 minutes to the Boston-New York trip, but making possible a 7-hour, 4-minute trip from Boston to Washington.....The NEW ENGLAND REGIONAL COMMISSION has submitted recommendations for rail passenger service in New England, including 14 round trips daily Boston and New York. The Commission recommended hourly daytime service between Boston and New York, in addition to the Turbos and the night sleeping trains. Two routes across Massachusetts connecting Boston and Buffalo were proposed. Also proposed was one round trip Boston-Montreal, leaving each city at midmorning, and serving Manchester, N. H., and Montpelier and Burlington, Vt. Two other routes proposed for connecting services for New York were between Worcester, Mass., and New London, Ct., and also Pittsfield, Mass., and Danbury, Ct.....CINDERS apologies for the erroneous info last issue about PRSL buying Santa Fe's RDC-1; this has been confirmed as only a rumor by PRSL General Manager Blosser.....What a difference a year makes!!!! Pat King, PC's General Manager of the Philadelphia Area Commuter Division, announced on January 15, 1971 that on Thursday, the 14th, all 413 Philly Area commuter trains operated 100% on time. It was only a year ago, early in January, the same trains only averaged 50-60% on time, and one fine day they operated 99% late. Everyone is still looking for the one or two speedy enginemen that made it in on time and spoiled the perfect record. It was this January mess that caused the Pennsylvania PUC to order PC to make certain changes, one of which being the establishment of the Philadelphia Area Commuter Division. This 100% on-time performance was the first on-time day in recent history.....READING COMPANY: Only older diesel units known to be in the green and yellow paint scheme are GP7's 619-29 and 633, SW1200's 2715-19, RS3's 445, 449, and 494, SW900's 1511 and 1515.....READING SW1 #18, built in 1939, was seen at Striegel's scrap yard in Baltimore recently.....MORE NEXT MONTH!!!!

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To:

