

# SEPTA Streetcar Excursion 5-31-71

## NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

MAY-JUNE, 1971

THE MAY MEETING: Will feature a presentation of European railroading, in movie style, presented by the most unlikely host, Lufthansa German Airlines. Miss Susan McElwaine, Group and Tours Specialist for Lufthansa's Philadelphia office, will present a short talk on the forthcoming Rail Safari to Germany and Austria, similar to the Swissair Tours of last year, and then will present at least one 16mm motion picture on European railroading. Plan to join us for a most enjoyable evening.....FRIDAY, MAY 21, 1971, dinner at 6:00 p.m., and the meeting at 8 p.m., at the Engineers' Club, 1317 Spruce St., Philadelphia.

THE JUNE MEETING: Will feature a presentation by Chapter member Bob Abrams, who is now a special assistant in the Office of Program Operations of UMTA. Bob will bring us up to date on Uncle Sam's involvement in local transportation (75% rail) and also an insight into what we might expect in future plans. Plan to come out for an informative evening and learn how our tax dollars are helping to provide better public transportation for all. FRIDAY, JUNE 18, 1971, dinner at 6:00 p.m., and the meeting at 8 p.m., at the Engineers' Club, 1317 Spruce St., Philadelphia.

MINUTES OF THE APRIL 16 MEETING: The regular monthly meeting of the Philadelphia Chapter was called to order by President Rafferty at 8:00 p.m., April 16, 1971, in the Conference Room of the Engineers Club. The reports of the Secretary and Treasurer were accepted as read.

President Rafferty moved immediately into the elections of new officers, with Albert J. Derr conducting the nominations and elections. The new officers were unanimously elected. (See Philadelphia Chapter News for names of officers elected.)

2nd Vice-President-elect R. L. Eastwood, Jr., discussed with the membership the progress on the Hershey trip, and said that tickets were not moving so well, and that further Chapter support was necessary if the trip was to operate.

The program was then turned over to First Vice-President Samuel L. James, who introduced William C. Janssen, the well-known Chicago fan, who presented a fine collection of slides covering Chicago-area traction, as well as some glimpses of South American traction and railroading.

There being no further business, the meeting was adjourned at 10:15 p.m.

PLEASE NOTE: the new format being used this month to present the meeting notice and the minutes. This is part of the new look to CINDERS, and we hope that it will meet with the approval of the membership. Having a smaller meeting notice will allow more space for feature articles, as well as for printing the minutes.

# Philadelphia Chapter News:

HERSHEY TRIP A SUCCESS: The excursion to Hershey was enjoyed by all who went. The trip did not provide a positive cash flow to our treasury, but in view of the fact that this was our first excursion in more than 3 years, we did build an immeasurable amount of goodwill for the Chapter, as well as for the Reading Company, thru the operation of the trip. This goodwill and the experience gained should enable us to more than offset the loss incurred in future excursion operations.

We used RDC's 9164, 9162, 9155, and 9160, and the Reading cooperated to the extent that they were able to place 9164 on the head end as we had requested. The trip operated virtually on schedule, with the minor exception of a short delay at Phoenixville Tunnel homeward bound, caused by the necessity to run eastward on the westbound main between Phoenixville and Norristown Junction.

We did provide some diverse routings for the fans aboard, most of them unexpected. Going to Hershey, we used the Belt Line from Klapperthal Jct. to Lebanon Valley Junction, instead of going through Reading as planned. Returning, we again used the Belt Line, but continued eastward to Birdsboro on the west bank of the Schuylkill, paralleling the PC, and then crossing the W&N bridge to Birdsboro on the Main Line. This unexpected occurrence was well received.

The passengers on board, in the questionnaires handed out, indicated an overwhelming preference for Saturday excursions. The vote was almost unanimous. The people also commented on the cleanliness of the RDC's, as well as the fact that they were comfortable. The Budds proved a big hit. The patrons were also pleased with the on-time performance by the Reading, and liked the shuttle bus arrangement in Hershey. A. P. Bucks, Inc., of Palmyra, Pa., who provided the bus service, did a real fine job for us.

The Reading Company did everything possible for us to make it a perfect day, and not enough can be said for them. With the threat of rain all day (although it rained only 15 minutes of the time we were in Hershey), the RDG brought the train back from Rutherford to Hershey at 1:00, and it sat until 4:00, thus affording our people a place for shelter if the skies did open up.

The only things that tarnished slightly an otherwise perfect day was a problem with some of the personnel at the Rose Gardens and the Hotel Hershey. This did not appear to dampen the spirits of those who went with us, however.

Your Chapter remains committed to the operation of future excursions, and it is a general consensus that we will again seek the cooperation of the Reading on a Fall excursion, because this one worked out so well. It is the hope of your officers that future endeavors will receive the support of more than the small minority of members that supported this excursion. Those who went really had a enjoyable time, and with this foundation to build on, it is felt that future trips will be even more attractive. We are open to suggestions from the members as to destinations for the Fall, 1971 trip. Please submit them to an officer of the Chapter before June 1, 1971, in order to allow time to us to consider all possible suggestions.

PHILADELPHIA CHAPTER NEWS(continued)

ANNUAL ELECTIONS: Annual elections were held at the April meeting, Friday evening, April 16, 1971. The following were elected to serve as Chapter officers for the 1971-72 year:

PRESIDENT

Joseph Rafferty  
2635 Daggett Street  
Philadelphia, Pa. 19142  
(215) SA-7-0642

FIRST VICE-PRESIDENT

Samuel L. James  
509 Brookview Lane  
Havertown, Pa. 19083  
(215) HI-9-9594

SECOND VICE-PRESIDENT

Robert L. Eastwood, Jr.  
Post Office Box 41  
Huntingdon Valley, Pa. 19006  
(215) WI-7-5769

SECRETARY

Elbert W. Simon, Jr.  
834 Herschel Road  
Philadelphia, Pa. 19116  
(215) OR-3-8379

TREASURER

Earle P. Finkbiner  
P. O. Box 65  
Lumberton, N. J. 08048  
1-(609)-267-9261

CHAPTER DIRECTOR

James F. Dillon  
436 Carpenter Lane  
Philadelphia, Pa. 19119  
(215) GE-8-6880

Their addresses and telephone numbers are listed here. Please make a note of them on your records, and remember that we are here to serve you and are always available for suggestions and comments.

NEW MEMBERS: Your Chapter takes pleasure in welcoming the following new members to our rolls. We hope that they will benefit from their membership in the NRHS, and will assist us in reaching our many railfanning goals:

KIMMEL, Robert E., 215 North Fifth Street, Minersville, Pa. 17954  
MORROW, David R., 106 Forest Avenue, Milmont Park, Pa. 19033  
PHILLIPS, Bradford, 903 Kingsrow Apts., Chews Landing Rd., Lindenwold, NJ 08021  
REIGHTER, Frank, 10220 Calera Road, Philadelphia, Pa. 19114  
WEINBERG, Neil, 6518 Park Avenue, Philadelphia, Pa. 19126

As soon as the membership listing can be completely updated, you will be provided with a current Membership Roster.

SEPTA STREETCAR EXCURSION: Please don't forget the SEPTA streetcar excursion on Monday, May 31, 1971. Trackage covered will include Routes 6, 23, 50, 53, and 56. President Joe Rafferty has laid out a good trip for us, and we need to get out and make this a big outing. Tickets are \$6.50 before May 15, and \$7.00 after that date. Members and their families who went on the Hershey excursion will pay only \$4.50 for their tickets. Please order tickets early so Joe has his guarantee.

1971 DINNER TRIP: Friday evening, July 16, 1971. We will take 5:59 Reading Company Norristown Local, and dinner will be served at 7:00 p.m., at the Valley Forge Hotel in Norristown. Bill Wagner has planned another nice affair, and final details will be coming along to you sometime in June. PLEASE KEEP THE DATE OPEN.

PHILADELPHIA CHAPTER NEWS (continued)

**CINDERS:** The May and June issue of CINDERS are being combined, inasmuch as we have the program for the June meeting. This will enable your Chapter to save a small amount on the printing, as well as some postage costs for CINDERS. You are receiving a double issue of CINDERS, too. This will end CINDERS publication for the summer. We will resume with a real big issue in September, mainly devoted to happenings over the summer, to include AMTRAK developments, unusual sightings by members on vacation, as well as our usual news features. We appreciate your many comments on CINDERS, and we will attempt to continue the work we've been doing. We are hampered by a small budget, and we hope you'll support an increase in that budget for 1972.

**PASSENGER TIMETABLES FOR MEMBERS:** 2nd Vice-President Larry Eastwood contacted the various major railroads still operating long-haul passenger service in April, and asked all of them for sufficient copies of each of the last timetable before AMTRAK for distribution to our members. Most roads complied, within their abilities, and have sent us sufficient copies for each member, and these will come to you by Third Class Mail over the summer, in order to save on postage. We will probably have them in person at the June meeting, and then mail to those who don't pick them up in person, to keep the cost of mailing as low as possible. Roads from which you will receive schedules are BN, SP, UP, IC, SCL, RF&P, L&N, and GM&O. Certain other roads forwarded lesser amounts of their schedules to us, and they are Georgia Railroad and MILW. Anyone who wishes copies of these two schedules may request them, WHILE SUPPLY LASTS, for an 8¢ #10 stamped, self-addressed envelope, to Robert L. Eastwood, Jr., POB 41, Huntingdon Valley, Pennsylvania 19006.

We have also received 150 copies of a folder describing the FLORIDA SPECIAL through the courtesy of Mr. Donald T. Martin, Assistant V. P., Public Relations of Seaboard Coast Line, as well as a really nice, 36-page booklet, "THE OPENING OF THE GREAT SOUTHWEST", issued on the occasion of the 100th Anniversary of the Missouri-Kansas-Texas Railroad, in 1970, through the courtesy of Mr. Frank J. Heiling, Vice-President, Sales and Services, of the KATY. We are indebted to these two gentlemen, as well as to those passenger and public relations officers who were so kind as to supply us with the schedules.

From time to time, we will attempt to obtain publications such as these for our members. Your officers feel that this is an additional benefit of our membership, and makes it just that much more worthwhile being a member of the NRHS and of our Chapter in particular.

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## **SEPTA Streetcar Excursion 5-31-71**

Our Chapter streetcar excursion leaves the intersection of Old York Road and Erie Avenue at 10:15 a.m., EDT., Monday, May 31, 1971. There will be many photo stops made on the trip. Fare is \$6.50 before May 15, and \$7.00 after May 15. Special fare of \$4.50 applies to Chapter members who went on the May 8 Hershey excursion on the Reading. Support your Chapter activities. Be on board on Monday, May 31st.

# PC Has Derailment at Holmesburg Junction

Two Penn Central trains, both heading south, were derailed just below Holmesburg Junction on Saturday, April 24, 1971, at about 11:45 p.m., causing the New York-Philadelphia main to be completely tied up. Four employees were injured.

Southbound passenger extra YELLOW, with no passengers aboard, sideswiped a freight car, which appeared to have a burned-out journal, on train MD-13. The rails bore marks right under the signal bridge at Holmes tower which indicated that the freight car jumped the rails at that point. Numerous bolts were torn off the rail joints at that point, too.

The accident sent GG1 4936 reeling on its side into one of the catenary supports near Cottman Street, pushing it some 25 feet off its base. 16 passenger cars left the tracks, and two were left remaining on the rails. Two of the coaches completely jackknifed, and wound up under a lumber shed along Keystone Street above Cottman.

The four railroad employees were treated and released at Frankford Hospital.

The consist of the derailed train, which included numerous cars destined for AMTRAK service, was as follows:

GG1 4936, coaches 1680, 1645, 3190, 1581, 1568, 1517, 2940, 1410, 2907, parlor 7186 (ex-NH FAIRFIELD COUNTY), and coaches 3611, 3962, 3602, 3888, 1400, and 1423. Coaches 3879 and 1522 did not leave the rails. Coaches 1400 and 1423 were almost immediately jacked up and lifted back onto the rails, and with 3879 and 1522 were towed by SD9's 6910 and 6911 back up to Morrisville on Sunday afternoon about 2 p.m.

Four wreck cranes were pressed into service, from South Philadelphia, 30th Street, Trenton, and Reading. It is understood a B&O crane was used to assist in picking up the GG1. The GG1 and several cars were seen the following weekend being towed through Frankford Junction southbound.

--El Simon, Walt Stringer, Paul Kutta, Larry Eastwood

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## General Railroad & Transit News:

STATEN ISLAND RAPID TRANSIT: Division 3 of the Interstate Commerce Commission has authorized the City of New York to purchase the Staten Island Rapid Transit Railway Co., and has authorized the SIRT to acquire trackage rights over 14.5 miles of line from St. George to Tottenville, N. Y., owned by the Baltimore and Ohio Railroad Co., for the purpose of conducting freight operations.

PENN CENTRAL: Two Paoli Locals were extended to Downingtown on May 3, by PC and SEPTA in an experiment for two months. The trains will be made permanent if there is a strong and continuing market. The Philadelphia-bound train leaves Downingtown at 7:04 a.m., Whitford at 7:12, and Malvern at 7:20, and arrives at Penn Center Station at 8:12 a.m. In the evening, the return trip leaves Penn Center Station at 4:59 p.m., arriving at Malvern at 5:47 p.m., Whitford at 5:54, and Downingtown at 6:00 p.m.

MAIN CENTRAL(???): One of the Maine Central's new bright yellow waffle side box cars recently moved from the manufacturer's plant in St. Louis to Portland inscribed in the big green letters: "MAIN CENTRAL". An alert tower operator caught the error and a paint crew quickly restored the proper spelling to the new car.

GENERAL RAILROAD AND TRANSIT NEWS(continued)

PACIFIC GREAT EASTERN: PGE will be expanding again - in the coming Fall, PGE will open up a new 250mile line to Fort Nelson, B. C.

SOUTHERN PACIFIC-COTTON BELT: took in more money in 1970, but made less. Freight revenues for 1970 were \$1.031 billion, as against \$1.011 billion in 1969. Net income, however, was \$77 million last year versus \$92 million in 1969. Espee wrote off more than \$6 million in receivables from PC and other bankrupt railroads. SP spent about \$200 million for capital improvements in 1970, mostly for 5548 new freight cars and 112 locomotives. 1971 plans have not been completed but orders have already been placed for delivery of more than \$52 million worth of freight cars and locomotives this year. Cotton Belt is awaiting ICC approval of its purchase of half interest in the Alton and Southern from the C&NW for \$8 million. CB would own half of the line, along with Missouri Pacific.

LONG ISLAND: Those 670,000 free riders on the LIRR are in for a surprise. The road is designing a new type ticket which could not be counterfeited, and lent to others. That figure of 670,000 is a monthly figure, too, and helps explain some of the huge deficit, to be sure.

MISSOURI-KANSAS-TEXAS: On or about January 9, 1970, the last semblance of Katy passenger equipment departed the scene as business cars 400 and 401, were delivered to the Georgetown Railroad in Texas. Word has it that the Georgetown will use the cars for entertaining guests and prospective customers.

GENERAL ELECTRIC: General Electric's new commuter/transit car facility at Erie, Pa., will be ready to start assembly operations in mid-1971, says Bryce W. Wyman, GE Vice-President and General Manager of the Transportation Systems Division. Cornerstone for the \$14 million facility was laid by Pa. Governor Milton J. Shapp. "The next great spurt in our national economy will come from the rebuilding of our cities and the rapid transit systems that will be needed to provide a better living for American families," said Shapp. He noted that GE's entry into the car-building business will eventually add up to 1200 more GE jobs at Erie.

BURLINGTON NORTHERN: BN will take delivery of 100 diesel units during 1971: 45 SD45's (6498-6542), 20 F45's (6626-6645), and 35 U33c's (5729-5743). U33C's 5725-5728, ordered by the former CB&Q early last year, were finally delivered in February, along with first 6 units of the new order. In addition, subsidiary Colorado and Southern will get seven SD45's(868-874). These C&S units are not due until November or December, 1971. Until then, the C&S will use just whatever it can get its hands on, including some ex-Katy F units from Precision Engineering, and F units from that old-leading standby, D&RGW(4).

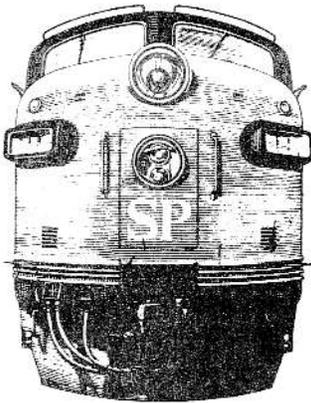
BALTIMORE AND OHIO: Is taking 40 GP40's (3740-3779). Delivery started in December, 1970 and should be finished by the time you read this.

PENN CENTRAL: Will have transferred freight car repair work from Beech Grove Shops in Indianapolis to Altoona by May 7; passenger car repairs for the time being will continue at Beech Grove.

MONTREAL LOCOMOTIVE WORKS: MLW-Worthington has received a \$20 million order to supply 54 diesel-electric locomotives to the Nigerian Railway Corporation.

MILWAUKEE ROAD: finally made it to Portland, Ore. The MILW received the Portland entry, despite a UP protest, as a condition of the BN merger. Operations into Portland started March 22. Service will be over 46 miles of BN trackage from Portland to Longview, Wash., where the connection with the MILW is made.

PENN CENTRAL: Won Court approval on March 23 to lease 1000 new 50-1/2 foot, 70-ton box cars from ACF Industries. ACF Chairman John F. Burditt said a separate subsidiary of ACF would be created to handle the proposed 20-year lease. ACF put the value of the cars at \$14,750,000. The rental will range from \$4.99 per day per car for the first five years to \$3.72 per day per car during the fourth five-year period.



## "ON THE SCENE"

with El Simon

A Regular CINDERS feature, describing the passenger car equipment scene as El sees it. This column will be of increasing importance as AMTRAK takes hold, and various re-assignments of equipment are made. - The Staff

AMTRAK took over the non-commuter Penn Central trains on May 1, and, aside from some overnight runs, few trains were discontinued in the heavily-traveled zone east of Harrisburg. An additional four car set of Metroliners makes two round trips per day for a new total of nine (9) each way weekdays.....The Florida service retains the three primary SCL trains, dropping only the secondary PALMLAND and GULF COAST SPECIAL.....It becomes a different story, however, when talking of the Chicago/St. Louis trains, but even after much retrenchment, there remains the BROADWAY LIMITED between New York and Chicago, and the SPIRIT OF ST. LOUIS from Washington to Kansas City (via the MP west of Kansas City). These two trains interchange cars at Harrisburg to provide through Washington-Chicago and New York-Kansas City service.....It would be naive to suggest that changes would be quick in coming and, for the moment, PC is using much the same cars as before Amtrak. Around twenty CA9 (P70) coaches seem to run on a typical day; presumably these cars as well as any pre-war streamlined coaches will be replaced by newer cars transferred from other roads.. ..I understand Amtrak will use mainly postwar electro-mechanical A.C. stainless steel cars like room sleepers, lounges, grill-coaches, and baggage-dormitory cars. A PC coach has received a light-blue belt line, which may be the final color scheme.....PC ran five extra trains on April 24 from New York to Washington for the Peace March. A 6th extra ran in the opposite direction for school children. Other extra coaches pushed the number of extra cars operated that day to at least 125. One of the extras, returning deadhead from New York to Philadelphia, struck a freight car which had derailed at Holmesburg Jct., in Philadelphia (See Page 5). ..Budd completed the Long Island order and has started delivering 80 identical cars for the Penn Central. These will be numbered 8200-8279. They carried builders plates showing the insignia of both Budd and General Electric. These should be the last cars out of Red Lion.....During the recent SEPTA strike, Reading used all fourteen steam coaches in its fleet. Coaches in the push-pull consist were 1547, 2001, 2002, 2012, 2014, and 2015. Coaches used in the eight car train were 1526(only open-window coach remaining), 2010, 2011, 2013, 2000, 2016, 1534, and 1535. The eight car set ran a round trip West Trenton-Philadelphia, and the push-pull, besides its Reading duties, ran a trip on the Lansdale Branch and a trip on the West Trenton.....Reading's performance during the strike was tremendous.....the Boston commuter service of the PC has received at least thirteen repainted "American Flyer" coaches. These form a portion of some 49 steam coaches and 18 RDC's normally used each weekday. Such coaches are limited to commuter service out of New York and Boston today. Fourteen former EL Phoebe Snow coaches have been purchased by the MTA and are assigned to the New Haven line. They are numbered 2180-2193.....Canadian National's unique "Skytop" sleeper-observation cars will operate this summer on the CHALEUR between Montreal and Gaspe.....SCL has rebuilt at least 11 Pullman-Standard streamlined coaches with new Budd-type lower panels(Budd and Pullman used different type fluting). Cars noted are 5254-55, 58, 61-62, 64, 71, and 5470-73.

HAVE A GOOD SUMMER, AND I'LL REPORT IN THE FALL.

E. S.

CP RAIL SETS UP COLLECTOR SALES PROGRAM!!

CP Rail has set up a new "Collector's Sales Program", under the direction of Omer S. Lavallee, a foremost Canadian railfan and veteran CP employee. Mr. Lavallee will coordinate the acquisition and sale of railroad artifacts from all over the giant CP system. A collector's sales catalogue, soon to be issued, should be requested from Mr. Lavallee at Room 294, Windsor Station, Montreal 101, Quebec.

MAPS: The State Highway Map of Virginia shows all railroad lines in the Commonwealth of Virginia. To get your free copy, drop a post card to: Department of Highways, Commonwealth of Virginia, 1221 East Broad Street, Richmond, VA. 23219.

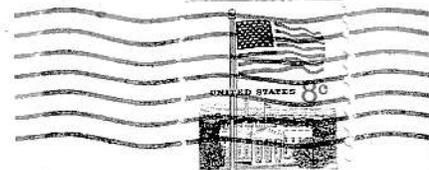
The State Highway Map of Vermont also includes the railroads of the Green Mountain State in their map. For your free copy, write: Vermont Development Department, Information and Travel Division, Montpelier, VT. 05602.

PENN CENTRAL: Rumor is that wire is to be removed from Monmouth Junction to South Amboy on the Jamesburg Branch. Coal dumpers at South Amboy apparently are to be abandoned, too.

WHAT ARE THEY??? Seen on the team track at Stockton, N. J., first station north of Lambertville on PC's Bel-Del line, are (1) car lettered NYO&W which was formerly ex-PRR "Herald Square", and was once assigned to the Broadway. Also, (2) a business car in PC green, but not lettered PC. Does anyone have details on these cars????

FEDERAL GUARANTEES: Two more bankrupt carriers have sought Government guarantees of loans under terms of the Emergency Rail Services Act of 1970, which authorized such loans up to a total of \$125 million. Central of New Jersey was granted \$10 million in Federal guarantees of trustee certificates to "enable operations to continue beyond the middle of April". Boston and Maine is seeking \$3.4 million in guarantees. In testimony before a House Commerce subcommittee, ICC Chairman George M. Stafford has identified 18 other railroads "in precarious position". "We cannot predict bankruptcy, yet we know it could happen", said Stafford. The roads listed as "marginal" are: Ann Arbor, Bangor & Aroostook, Central Vermont, Chicago and Eastern Illinois, Erie Lackawanna, Grand Trunk Western, Illinois Terminal, Maine Central, Monongahela, PENNSYLVANIA-READING SEASHORE LINES, READING COMPANY, Milwaukee Road, Chicago & North Western, Fort Worth and Denver, Katy, NWP, WP, and CRI&P. HAVE A GOOD SUMMER!!!!

**Robert L. Eastwood, Jr.**  
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To:

