

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

SEPTEMBER, 1971

WELCOME BACK!!!! It's time to get together once again after a summer away from Chapter activities. The coming months promise to bring new activities and ideas to our Chapter and plans are in the works for bigger events in 1972.

THE SEPTEMBER MEETING: Will feature another one of the popular professional movie nights. Vice-President Sam James has already rounded up two fine films, one covering the White Pass and Yukon, and the second covering Montreal's Expo Express. Sam has promised a couple more surprise films, and it looks like we'll get the Fall season off with a bang on Friday evening, September 17, 1971, with dinner at 6:00 and the program at 8 p.m., at our usual meeting place, The Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Hope to see you there.

WARNER EXCURSION: The day after our September meeting, Saturday, September 18, 1971, we have arranged for an excursion covering the Warner Company's sand and gravel operations at Morrisville, Pa., starting at 10:00 a.m. We will use one of their two Baldwin switchers for power. Due to safety limitations, we ask no one under ten years of age, please, and also Warner has indicated that protective eye covering, such as sunglasses, are advisable due to blowing sand. No sandals, or other similar footwear, either - please wear substantial footwear. You will by this time have received a flyer concerning this outing, and these must be returned to Vice-President Larry Eastwood before September 10, 1971. For those who cannot provide their own transportation, Penn Central train #550, leaves Penn Center Station at 8:30 a.m., 30th Street at 8:33, North Philadelphia at 8:40, and arrives Levittown-Tullytown at 9:11 a.m. Please call Larry Eastwood at WI-7-5769, or indicate on the coupon if you cannot drive to Morrisville, and we will make some arrangement to pick those people up. Further details are on the trip flyer. Let's have a good, SAFE outing. REMEMBER, WE ARE WARNER'S GUESTS AND WE PLAY BY THEIR RULES!!!!

SEPTA STREETCAR EXCURSION: President Joe Rafferty has arranged another streetcar excursion with SEPTA, on Sunday, October 3, 1971. The trip, which will cover Routes 10, 11, 13, 34, 36 and 62, will leave 49th and Chester Avenue at 10:15 am, 30th Street EASTBOUND at 10:25, and Juniper Street at 10:30 a.m. Car 2176 is scheduled to be used, and the fare is \$6.50. Joe has promised a free SEPTA roster of streetcars to all who attend. Once again, please order tickets early, and spread the word around so we fill the car. Joe needs 4 members to volunteer to be flagmen on the excursion. Please give him your name at the meeting Sept. 17.

PHILADELPHIA CHAPTER NEWS(Continued)

NEW MEMBER: We wish to take this opportunity to welcome Harvey Seligsohn, and his wife Joan M., of 1220 Fanshawe Street, Philadelphia, PA 19111, to our Chapter. Harvey is a Regular member, and his wife has joined under the Family membership.

FUTURE EVENTS: Our October program, Friday evening, October 15, will consist of a Red Arrow program by Ronald DeGraw. This sounds like a goodie. November's meeting, Friday evening, November 19, will find our Annual Auction taking place. Dig up a few old extra goodies you have collecting dust, and some spare spending money, and be prepared to add some gems to your collection - the 90-day freeze DOES NOT APPLY TO BIDDING!!!! (Besides, it should be over by then). Our December meeting will be held on the second Friday evening, December 10, as has been our past custom. The 1972 meeting dates are as follows, in case you wish to mark your calendar now: January 21, February 18, March 17, April 21, and May 19. Sam James has some good future entertainment ideas lined up, and it looks like we're going to have a busy year. Bring a friend along and introduce him to the NRHS - let's make '72 a year of growth for our Chapter.

JULY 31 FIELD TRIP: There were 12 members on the July 31 field trip on the PC to Baltimore-Harrisburg and return. All who went reported having a good time. PC even obliged by having AMTRAK "E" unit 4316 at Harrisburg that evening, and Joe Rafferty reports Greyhound got back to Philly on the advertised!!! No reports on speedometer readings, however.

THE 1971 DINNER TRIP: 36 members took part in this activity at Norristown's Valley Forge Hotel, Friday July 16. The affair was a success.

RAINFAN'S WEEKEND: Your Chapter is considering the operation of a Railfan's Weekend in Philadelphia in the Spring of 1972, similar to the successful Railcons held in the Pacific Northwest. While no concrete plans have been made, suggestions are being received by Vice-President Larry Eastwood. Inquiries have been made with the various railroads in the area with respect to trip availability. Look for more details in future issues of CINDERS. Having a mini-convention type activity such as this is virtually the only way we would be able to properly support a railroad excursion, due to today's rising costs. Your comments and suggestions, once again, are solicited to help plan for such an affair. It would be sponsored by our Chapter, in cooperation with those surrounding Chapters desiring to take part, but would be open to the general public, NRHS member or not.

RAILROAD EQUIPMENT OWNERSHIP: If your Chapter is going to be able to operate rail excursions in the future, very strong consideration is going to have to be given to ownership of some passenger equipment, either through incorporation of the Chapter, or through the formation of an operating arm. Mr. Graham Claytor, NRHS member and President of Southern Railway, made these remarks at the 1970 Convention at Charleston. TRAINS MAGAZINE, in a question and answer section on AMTRAK in the August '71 issue, says: "The best advice any fan club could follow is: Get your own equipment---now. Amtrak loves fans and will try to cooperate in arranging trips, but officials are frank to say that the equipment simply won't be there to fill many trip requests." There are cars available now which might be strongly considered for purchase for future use by this Chapter, they being: The EL's Stillwell coaches, and the Long Island's "ping-pong" cars. Inquiry has been made of both carriers regarding the availability of this equipment, as well as prices. It's something to think about.....the future of your Chapter and its activities.

General Railroad & Transit News:

READING COMPANY: Posted a net income of \$1,330,000 in the 2nd Quarter of 1971 as opposed to a deficit of \$1,071,000 in the corresponding 1970 period. As a result, RDG was able to trim its first-half deficit to \$1,054,000, a \$3.9 million improvement over 1970. 2d Quarter revenues increased from \$29.1 million to \$31.8 million, while expenses dropped from \$25.1 million to \$24.98 million.

LEHIGH VALLEY: Will acquire those 4 new GP38's after all. They will be EMD GP38AC units, costing a total of \$909,160. John F. Nash, LV trustee and chief operating officer, said the new units will replace locomotives which are more than 21 years old. Delivery is scheduled for early fall.

PENN CENTRAL: Will acquire 50 new 1500 h.p. diesels under a leasing agreement with Xtra, Inc., which will purchase them from EMD. The lease will be for 20 years with options to renew for two additional five-year terms. The locomotives will be used in local and branch line service and for yard switching. Delivery is to take place during the March-July 1972 period. Earlier this year, PC arranged to lease 137 diesels. In addition, 556 units were given heavy repairs during this year's first six months.

AMTRAK: The ICC has ruled that PC's 200-series trains between Philadelphia and New York do not constitute intercity passenger service under the Amtrak Act. The 27 trains have a positive cash flow. ICC has also ruled that those trains between Philadelphia and Harrisburg are not intercity, either, and they are basically a commuter operation, too.

SERVICE TO CANADA: Buffalo-Toronto Budd RDC service continues to operate over the PC, TH&B, and CP, connecting with Empire Service trains. This lone RDC has been the only rail passenger link between the U. S. and Canada since May 1. Amtrak does not, it is believed, participate in the operation of this train at all, since it is not shown in AMTRAK schedules. There has been no word as yet on restoration of any of the D&H's runs between Albany-Rensselaer and Montreal. There has been a lot of political football played with those trains. But, so far, the PA's are still in storage at Colonie Shops, and it looks as if, due to requests from prominent rail museums around the country, they'll be saved at any rate.

MORE AMTRAK SERVICE: To sooth Congressman Staggers of West Virginia, AMTRAK will operate a daily round trip between Parkersburg, W. Va., and Washington over the B&O, starting in September. AMTRAK had originally planned to run the service as far as Clarksburg, but decided to run to Parkersburg since the crew would be paid to run that far whether they did or not. The schedule will be eastbound in the morning, westbound in the evening. Equipment is not certain, but it may be RDC's, including possibly the RDC dinette used on the former DAYLIGHT SPEEDLINER.

RICHMOND, FREDERICKSBURG AND POTOMAC: RF&P boasts the only central control system that controls an entire railroad, including 162 switches and 187 signals over the line between Washington, D. C., and Richmond, VA. The board, at the RF&P Acca Yard in Richmond, recently went into service along with the opening of modernized and enlarged facilities at its Bryan Park Terminal. Improvements at Acca Yard itself, interchange point between the RF&P and Seaboard Coast Line, were recently completed and will increase both the capacity of speed of handling trains. Improvements to the yard, now make it possible to speed up traffic as much as 24 hours between the north and south. The central control panel replaces two former control centers at Richmond and the RF&P's Potomac Yards at Alexandria, VA.

PENN CENTRAL: Ordered CTC equipment from General Railway Signal for installation on two branches of the Niagara Falls Subdivision and a section of the Fort Erie Branch at Welland, Ont. These lines are being relocated due to expansion of the Welland Canal.

GENERAL RAILROAD AND TRANSIT NEWS (Continued)

MONON RAILROAD: Ceased to be a separate entity as of 11:59 p.m., July 31, 1971. An order, signed by Monon President S. T. Brown, and Louisville and Nashville President W. H. Kendall, stated that by authority of ICC Finance Docket No. 25309, Monon would become "Monon Division" of the L&N, with headquarters at Lafayette, Indiana. So, those black and gold units will go the way of many of the C&EI units with hybrid paint schemes, etc. Monon was an interesting little road, and we'll miss it.

CANADIAN NATIONAL: Announced an \$8.5 million program to upgrade its passenger car fleet. More than 1000 cars will undergo heavy shopping or accelerated maintenance during the next two years. Cars being heavily shopped will receive new upholstery and carpeting; bright interior color schemes and draperies will be introduced to many units, including coaches, sleeping cars and meal service cars. Electrical air conditioning units will be completely overhauled.

JERSEY CENTRAL: The trustee of the bankrupt CNJ has proposed to the courts that the road seek ICC authority to parcel out about 65% of CNJ's trackage to connecting railroads. Companies with which the CNJ has been negotiating for the transfer of rail operations include the Lehigh Coal and Navigation Co., D&H, EL, LV, PC, RDG, PRSL, and Black River and Western Railroads. The trustee says the CNJ would seek to transfer their operations to other railroads in these areas:

All CNJ lines in the State of Pennsylvania.

New Jersey lines: Main line from Hampton to Phillipsburg, High Bridge Branch, including Wharton and Northern RR and Mt. Hope Mineral RR.

Flemington Branch beyond LV connection at Royce.

Freehold Branch from Matawan to Freehold.

Barneгат Branch from Pinewald to Barneгат.

Seashore Branch from Keyport to Atlantic Highlands.

Eatontown Branch from Branchport to Oceanport.

Industrial branch from East Long Branch to Branchport.

Of particular interest to area fans would be the ultimate disposal of the main line from Wilkes-Barre to Allentown, and from Allentown east to Hampton. Certainly among the candidates would be Reading.

MASSACHUSETTS BAY TRANSIT AUTHORITY: If you should see an odd-looking trolley on Boston's "Green Line" in the not too distant future, don't be surprised. The MBTA is planning to test an articulated trolley built by Duwag, a German firm, which would be imported by the DOT. "T" representatives have seen this type of car in actual service in Hannover and Cologne. If the tests here are successful, the MBTA would like to purchase a fleet of these cars to replace the aging PCC's. The articulated beauties have a top speed of 55-65 MPH, 1-1/2 times the passenger carrying capacity of a PCC, and three or four doors per side for easy loading. They'll even snake around Boston's Boylston Street curve.

In the meantime, the "T" is proceeding with a \$400,000 refurbishing project on the PCC cars. The program includes cleaning and painting both inside and out, fixing broken windows, and repairing the seats. Look for the shiny cars with the new style numbers. The paint on these cars reverts to the traditional tangerine and cream.

PENN CENTRAL: PC will not curtail the freight-car repair program at its Beech Grove, Ind., Shops, as previously announced. The former action had been taken to achieve needed economies in the road's struggle to reorganize successfully. William H. Moore, PC president, said the railroad reconsidered its earlier move after discussions with various public officials, including Sen. Vance Hartke (D-Ind.). PC will rearrange its forces and work programs in the Indianapolis area to eliminate about 150 jobs, affecting only recently hired employees.

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GENERAL RAILROAD AND TRANSIT NEWS(Continued)

PATCO LINDENWOLD LINE: The New Jersey Legislature has authorized the Lindenwold transit line to be extended to other New Jersey points, including Atlantic City. Initial extensions would probably be to Woodbury and Mount Holly, serving the Camden suburban areas. A DOT grant of \$1.5 million has been made to permit establishment of a Dial-A-Ride minibus service to serve the Haddonfield PATCO station. UMTA and New Jersey DOT will jointly develop the personalized door-to-door service.

READING AND AMTRAK: The following are the remarks of Reading President and Chief Executive Officer Charles E. Bertrand, made at the annual meeting of shareholders May 26, 1971 at the Holiday Inn, Philadelphia:

"Anticipating that many stockholders will wonder why the Reading did not join AMTRAK(originally RAILPAX), I assure you that your management was thoroughly familiar with and participated in the RAILPAX conferences during the formative stages. Analysis of our operations developed that only three of our services---Pottsville, Bethlehem and Newark might be considered intercity. Only the Pottsville service should a loss on an avoidable cost basis(approximately \$100,000 annually). It was also debatable whether any of these services were intercity, as defined by the AMTRAK statute, and therefore eligible for AMTRAK, or whether they were commuter services subject to PUC control. It was considered a prudent decision to continue our service under state and local subsidy rather than pay AMTRAK \$230,000 to join and then be faced with litigation seeking to compel us to continue the service because the trains did not meet the inter-city definition. I have already made public statements that Reading would not be able much longer to continue commuter service without substantial additional public help."

NEW ENGLAND MERGER??? The Amoskeag Co., which has a one-fourth interest in Maine Central and a 99.3% interest in Bangor and Aroostook, wants to see a merger of those roads with Boston and Maine. Amoskeag's proposal was made at a conference called by the ICC to consider ways of keeping the bankrupt B&M in business.

Meanwhile, evidence was presented tending to show that the B&M's cash crisis was not as severe as it may have seemed when the ICC called the meeting. As of June 15, 1971, B&M's cash totaled \$4.48 million, up \$2.25 million from May 14, 1970, when the present trustees took over. Operating revenues in January-April rose \$2.7 million. (NOTE: It was not mentioned in the above article, but Amoskeag and former NH, former D&H prexy Fredric Dumaine is involved in Amoskeag---L.E.)

UNION TRANSPORTATION COMPANY: Has been slated for abandonment under the PC's program, Phase III. The road leases its track and PC's only GE 44-tonner, #9999, from PC. Your Chapter has inquired about a fan trip on UT, but had no response, and we're going to write again.

C&O TO SMITHSONIAN: Chesapeake and Ohio's compound 2-6-6-2 Mallet #1309, Baldwin-built in 1949 for coal field service, has been removed from storage at Peach Creek, WV, and shipped to Washington, DC, for display at the Smithsonian Institution.....good news, for there's one more under cover from the elements.

WESTERN MARYLAND: leased the four Alco FA's, 301-304, to the Reading during the month of June. As of June 30, they were returned to Hagerstown, where they are stored, serviceable, according to WM Vice-President, Operations G. M. Leilich. Mr. Leilich says that due to the higher cost of maintenance on these specific units, they are always stored first.....they are not needed at the present time.

LONG ISLAND: Will spend \$11.6 million for 50 miles of track improvements from Harold Tower to Mineola, Huntington to Northport, and Hicksville to Pinelawn, to permit operation of trains at speeds up to 100 MPH. Financing is covered by a grant of \$7,709,887 from the U. S. Department of Transportation, plus local contributions of \$3.8 million.

WARNER COMPANY NOTES:

Warner Company, whose operations we will cover on our Field Trip on Saturday, September 18, 1971, has a total of four diesel units at the Morrisville, Pa., plant (Van Sciver), and they are an interesting fleet, number and types as follows:

- 11 - Baldwin V0660
- 12 - General Electric 44-ton
- 14 - Baldwin DS44-750
- 15 - EMD SW1

We assume that 13 was skipped so that Warner's operations would not be the subject of unlucky happenings. The units are painted a tan and green color, and are rather colorful as they haul the grey-tan hoppers and gondolas through the weed-grown marshes around Tullytown. The track, for the most part, is good, heavy rail, welded in some spots, and it looks like at real high class operation.

Our Chapter has had previous outings at Warner's, although before the time of this writer, and I am sure before many of our present members joined us. As such, we welcome this opportunity to tour an operation close to home. We ask again that all members please keep SAFETY FIRST in their minds. Mr. Jack Zelek, General Manager of the sand and gravel operations, I am sure will have a fine day lined up for us, and I know we can count on our members to remember the rules of courtesy when on another property. Please stay with the group. We'll hope for an opportunity to photograph the other pieces of motive power.

If this tour is well received, we will endeavor to make arrangements for further industrial and short line tours close to home. These tours have been quite successful in New England, where two gondola tours on the Claremont and Concord in New Hampshire have been highly successful.

-L.E.

GENERAL RAILROAD AND TRANSIT NEWS(Continued)

AMTRAK'S ACCIDENTS: Railroad and governmental investigations are still continuing in that accident on the City of New Orleans operated by Illinois Central for AMTRAK, near Salem, Illinois in May. 11 persons died, and more than 90 were injured. Preliminary investigation indicated a wheel or wheels locked on the lead E unit, slid for a mile or more and then derailed at a switch. In another AMTRAK accident, a GM&O operated AMTRAK train tangled with a truck on the Chicago-to-St. Louis run. Involved were some of the UP coaches just delivered to GM&O for AMTRAK service, but we understand that damage was not serious.

PENN CENTRAL: Says it will need at least 228 new units, plus overhaul of 137 existing units during 1971.

BALTIMORE AND OHIO: Port Authority of Allegheny County has initiated talks involving the possible expansion and extension of B&O's Pittsburgh commuter service following favorable consulting reports. A first phase, costing \$944,000, would involve purchase of additional equipment, improvements in signalling, stations and parking areas. Train service would be coordinated with PA bus operations, and would be subsidized by PA. Other rail rights-of-way were to be kept under consideration for future expansion and use.

"ON THE SCENE"



with El Simon

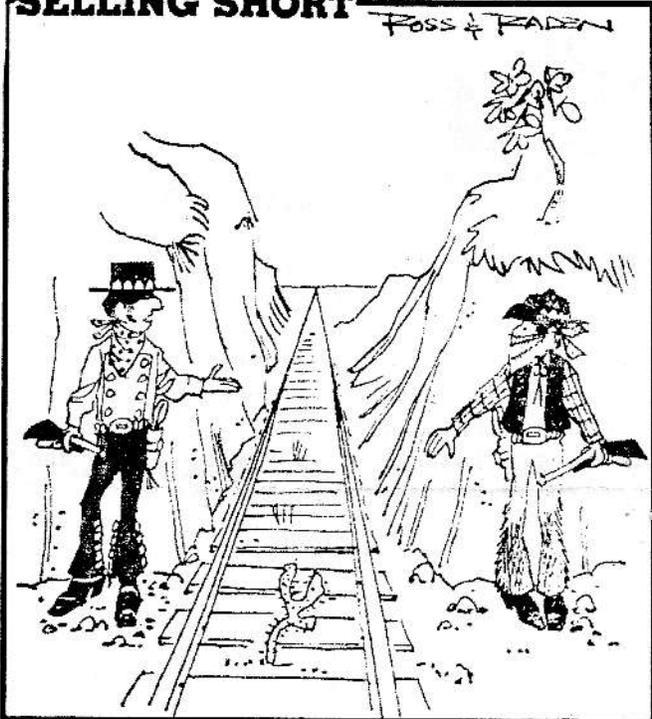
.....AMTRAK made a series of schedule changes to improve connections on July 12. The equipment and schedules in the Philadelphia area did not change much at that time. Since then, some "foreign" cars have moved into our area. From the UP, we've gotten 17 Pacific-class 10-6 sleepers, and 9 coaches. MOPAC has contributed three diner-coaches and two coaches. So far, this is everything I've noted here, but by the time this gets to the membership, more developments should have come about.....

.....Most of the coaches UP has assigned to PC are less than 10 years of age and, assigned to the Broadway Limited, they represent a considerable improvement. PC has put twin-unit diners back on the Broadway to cope with the increased passenger loads. The train, in fact, often runs to eighteen cars with extra coaches and sleepers operated. Other PC AMTRAK trains don't seem to run many extra cars at all, but SCL has done so in the peak summer season and their three trains have looked strong this summer.....There is still only one car in AMTRAK livery, coach 1589, which is something of a test car. You can see it passing through Philly on most days, although the exact train is highly variable.....an article in August issue of TRAINS indicated certain equipment would be added to area trains. Specific mention was made of observation cars on the Duquesne to Pittsburgh, and a dome car on Harmon-Buffalo trains, but at mid-August, no plans for such cars had been finalized, although they may well be in AMTRAK's longer range plans.....I know of one other case where cars have been reassigned by AMTRAK from one line to another. Ten coaches and two lunch-counter cars have moved from the UP to the GM&O for Chicago-St. Louis service. Some were derailed in mid-August after a train hit a gravel truck, but the cars appeared to be in salvagable condition.....the mail trains, 191 and 194, still run with four RPO's every weekday (3 to Washington, and 1 to Baltimore). Twelve separate cars have been noted in August (7 streamlined and 5 standard). Unfortunately, America's last RPO's run only at night, so the fan who wants a cancellation has to visit 30th Street after midnight.....Budd has completed 80 M-1's for PC's Westchester County routes and they are at their shops while necessary high-level platforms are installed on the Harlem Division. They are 8201-8280. The MTA has ordered 200 more M-1's, to be split between Long Island (150), and PC (50). The LI cars will re-equip the new electrification projects to Northport on the Port Jefferson line, and Republic on the Ronkonkoma line. Shuttle service beyond the electrified zone will mean the end of LI's "ping-pong" non-air-conditioned coaches. Remaining service to Patchogue and Oyster Bay will use the air-conditioned cars, and six FA-1's are now going into service and can be seen at Jamaica weekday afternoons.....Erie Lackawanna has 23 GE U34CH diesels and 105 new coaches in service. They protect all diesel trains except those to Port Jervis and Spring Valley, which use 26 ex-Santa Fe coaches and 15 Stillwell coaches. No more Alco road-switchers in EL commuter service.....Meanwhile, SANTA FE sold 10 full-length dome lounges to an eastern source believed to be Auto Train Corporation; 4 standard and 6 dorm-equipped cars were sold, leaving 4 standard full-length domes for service on the Texas Chief; the combined Super Chief-El Capitan has the Turquoise Room lounge for sleeper passengers and the El Capitan high-level lounge for coach passengers.....Delivery of IC's new gallery MU cars has been slow to date. I understand ten or so are in service, but more should have entered service by now.

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SELLING SHORT

ROSS & RADEN



"We been here for three days, Jesse. Lemme take another look at that Amtrak timetable."

"ON THE SCENE" (Continued)

.....READING has now repainted and re-furnished 37 MU's in a program started in late 1969. A few other cars have been partially repainted during this period. Around 30 cars still have the classic diamond-blue pattern blue plush seats.....

....An overhaul of the 97 former New Haven "Dashboard" MU's will be coming shortly. Included will be equipment to permit operation on 25 or 60 cycle alternating current. One car has been repainted with light gray ends and orange doors, so this may become their scheme for ex-NH cars....

.....the CNJ is repainting the cream or pink stripe on its blue standard coaches to C&O style yellow. Although the familiar emblem remains, the letters CNJ are now located in the stripe near one end. As yet no streamlined cars have been repainted. 35 of 38 push-pull cars and seven regular coaches are in blue, including ex-Blue Comet observation 1178. This, and sister MONMOUTH, are the only open-end-observation cars in regular service. MONMOUTH is on the rear of the 5:18 p.m. train from Newark to Bay Head Junction.....The status of

PRSL's RDC's stands at six rebuilt, one in the Reading Shops (M406), and the un-renovated cars (M402, 403 and 405). In the summer, eight cars are needed, while five are sufficient during the winter. One wonders if Reading could use four PRSL RDC's during the winter to replace the aging push-pull equipment....our Chapter asked for and was turned down on an excursion using the spare RDC's during the off-season, too.Meanwhile, aside from the East, non-A.C. coaches can still be found on the Rock Island in Chicago, and Espee (San Francisco) commuter service. SP's are doubly enjoyable because those Fairbanks-Morse Trainmasters still power their trains.....

.....Penn Central ran three(!!!) sections of the Broadway Limited into New York on Saturday, 8/14. The regular train from Chicago, plus a second section from Harrisburg with the Kansas City cars, and a third section which came all the way from Chicago, with five cars. Two sections came from Chicago on 8/15, too. -ELBERT SIMON

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