

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302, PHILADELPHIA, PA. 19101



Cinders

APRIL, 1972

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OUR APRIL MEETING: Will feature a PATCO Nite. Our program this month will be presented by Mr. Robert S. Korach, Superintendent of Transportation at PATCO. Mr. Korach will give us a most interesting talk on what makes the Lindenwold line go; he'll touch on such subjects as organization, scheduling, future expansion, etc. As a lifelong rail enthusiast himself, Mr. Korach knows what the fans like to hear which is certain to make this program most rewarding to those who like the inside facts on the industry. At the conclusion of his talk, Mr. Korach will conduct a question and answer session, so have your questions ready. The date is Friday, April 21, 1972, and it's the usual; dinner at 6 p.m., in the dining room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, with the meeting upstairs in the Conference Room at 8.

OUR MAY MEETING: To look to the future a bit, the May meeting will be Amtrak Nite!! Mr. John G. Thomas, who is Amtrak's District Sales Manager in Philadelphia, will tell us where Amtrak has been, and where it's going. Amtrak's first promotional movie will also be shown - featuring the TurboTrain's Nationwide tour of 1971. Since this is the weekend of the Shamokin trip, too, invite an out-of-town friend to this evening, and then have him join us on the Reading to Shamokin on Sunday. The meeting is Friday, May 19, 1972, and the trip is Sunday, May 21, 1972.

1972 ELECTIONS: At the March general membership meeting, held Friday evening, March 17, 1972, the following individuals were nominated to serve your Chapter for the coming year: President: R. L. Eastwood, Jr.; First Vice-President: Frank G. Tatnall, Jr.; Second Vice-President: Carl Landeck; Secretary: Paul Kutta; Treasurer: Earle Finkbiner; and Chapter Director: Jim Dillon. All of these men are running for office unopposed, and the ballot will be cast at the April general membership meeting.

SHAMOKIN EXCURSION: Your Chapter's 1972 railroad excursion (or the first of the year, anyway), was announced at the March meeting. The trip will be Sunday, May 21, 1972, and will operate from Reading to Shamokin, Pa., and return, with Budd RDC connections on the regularly scheduled train from Philadelphia. Trip flyers are included with your copy of CINDERS, and this trip represents the first time in 8 years that one can ride into Shamokin on a passenger train. The last train through Shamokin was an Iron Horse Ramble on October 17, 1964. We'll use two of the 900-series FP7A's, and this might be a last opportunity to ride behind these beautiful cab units, as well as into Shamokin. Further details are on the enclosed flyer. Additional flyers may be had from Larry Eastwood, WI 7-5769, or at the April meeting. Help your Chapter put this one over the top - it's a great trip, and will be long remembered.

PHILADELPHIA CHAPTER NEWS (Continued)

TREASURER'S REPORT: At the March meeting, Treasurer Earle Finkbiner reported a balance in the Savings account of \$2582.91, and a balance in the Checking Account of \$701.45.

ADDRESSING MACHINE: In order to reduce the amount of time necessary to address the various communications you receive from the Chapter, including CINDERS, as well as to provide a better method of keeping addresses current, your Chapter has acquired a second-hand addressing machine from the Pitney-Bowes people. The cost of a new machine was \$260, but a second-hand machine was quoted at \$175, and when time came to actually order the machine, Pitney-Bowes actually came up with one for \$125.00. Plates additionally will cost about 20¢ apiece, and the one-time expenditure for the machine and 150 plates, totalling about \$160.00, will be made from the Savings Account, since it is a capital improvement.

NEW MEMBER:

HUDSON, Joseph C., 734 Sunset Road, Glenside, PA 19038

MEMBERSHIP REPORT: Paid-up membership for 1972 stands at 141. A few members did not renew their memberships, and we are sorry to see that they did not. Your officers are working on several other worthwhile activities for 1972, and we feel that the members who left us will miss out. A new, up-to-date membership listing, the first one issued since 1967, will be completed and mailed to you in May.

FIELD ACTIVITIES: We have approached several organizations with regard to field outings to industrial operations such as the trip at Warner's last September. We have received word from the Philadelphia, Bethlehem and New England Railroad that they would be willing to conduct an outing, providing several conditions are met. We are going to meet with them in the next couple of weeks to discuss such a trip, and should have details at the April meeting.

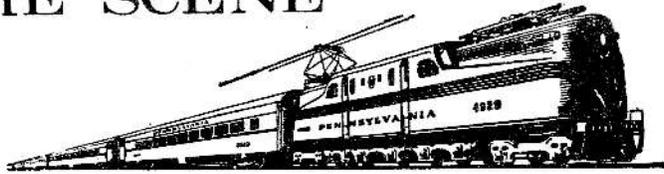
Publication Review....

RAIL TRAVEL NEWSLETTER, published by Message Media, Box 9007, Berkeley, CA 94709-published first and 3rd Mondays, \$6.00 per year.

Rail Travel Newsletter is designed for the passenger train enthusiast, and is a well put-together publication. A recent issue contains a story on the last run of the "Clamdigger" (PC's New Haven-New London RDC), as well as a piece on Amtrak's Las Vegas Fun Train, The Laurentian and the Potomac Turbo. The publication is illustrated, and reproduction quality is fair to good. However, the information in it far outweighs the reproduction quality, and we advise this one on the basis of providing up-to-date info on passenger train travel. We recommend this little mag for your library every first Monday and 3rd Monday.

THE "King Coal" ROLLS AGAIN MAY 21.... BE ON BOARD!!

"ON THE SCENE"



with El Simon

.....Not much has occurred on AMTRAK trains this month. Several cars have turned up in the standardized Amtrak livery (all silver, or, if painted, "platinum mist" with a broad red stripe, a thin white stripe and a thick blue stripe all through the window area). Metroliner 828, one of the cars originally built for SEPTA, and coach 5477 (ex-SAL 5274) are the first examples I've noted. 5477 was outshopped by Beech Grove Shops on 3 March and has blue seats.....PC's new SW1500 switchers have started to arrive from EMD. I noted 9511-9514 at Harmon, NY on 18 March. They have regular switcher trucks with roller bearings.....Two new books dealing statistically with streamlined passenger cars are due out over the next three months. In May, Wayner Publications will publish Cars, Numbers and Consists while another concern in Illinois will publish From Zephyr to Amtrak in June.....I have received a current (January, 1972) Penn Central passenger car roster, and if anyone wants a copy, ask Larry Eastwood for my address at the April meeting. They have several hundred cars still on the books but out of service because they are still covered by unexpired equipment trusts. Also, I've had to edit some instances where cars have been re-numbered to a PC series, but are still officially rostered as PRR, NYC, NH, etc.....

.....Meanwhile, the Amtrak fleet is suffering from mechanical problems and reportedly 3 out of 8 cars are out of service awaiting repairs. This has resulted in a number of non-Amtrak cars remaining in service (especially on SP and PC), but also including MILW, BN, C&O, L&N, and SCL cars. It has also forced a ban on special movements not already contracted for; but a large backlog of cars awaiting overhaul at Beech Grove and Pullman-Standard has started on its way to solution and this will certainly help.....I understand the next Amtrak schedule change will come around May 15; rumor has it that the Piedmont will run through to Boston in lieu of the George Washington. They would connect at Charlottesville, but obviously, we would again have overnight Boston-Washington service. Also, other Eastern rumors put the National Limited running as a separate train all the way to Kansas City. It would leave Kansas City later and New York at around 1:30 p.m., and the Keystone would be dropped. The Broadway Limited would still have a connection via Perryville to Harrisburg. Also, the Silver Meteor and the Champion would be combined to Jacksonville via Columbia (SC) while another train would leave New York around 6 pm for Charleston and Jacksonville. Again, all of this is rumor; we'll just have to wait and see what does actually develop.....I visited Harmon on Sunday, March 19 and noted a few standard NYC coaches in storage behind the shops. Recent arrivals were about twenty New Haven MU's of 1926-1931 vintage, including their two standard combines.....

.....Connecticut has 49 of the former NH 4400 series MU's and New York 48. The CT cars are the lower numbered cars. They have received Connecticut serial numbers as follows: 33-8350 to 33-8398. Cars 4404 and 4426 were not sold by PC and remain on their roster (wreck damage), and 4438 has been written off due to another accident.....

.....the 144 new MU's for the New Haven Line will be known as Cosmopolitans to differentiate them from the MTA cars. By the way, the 48 Metropolitans built recently for the Hudson Division (but out of service pending lease of the line to MTA) have been moved to Harmon Shops for storage. They had been stored at Belmont Park on the Long Island.....the ex-SEPTA Metroliners have started service for Amtrak as of 11 March. 823, 824, 827 and 828 have been seen, but I assume others have been used.....

(Continued on page 4)

"ON THE SCENE", (Continued from Page 3)

.....The Florida Special will make its last run on April 15. Amtrak has now issued an All-America Fare Manual listing all of its fares in a central airline-type book.....Reading recently outshopped MU 877 (which has been out of service perhaps 2 years) and from a distance it appears to still have its bucket seats. 811 was also repainted recently. I believe every one of Reading's 136 MU's is now in active service, which is unparalleled considering their age.....certain work is being done on the 6 push-pull cars, too.....There'll be more next issue.

-----El Simon

General Railroad & Transit News:

MISSOURI-KANSAS-TEXAS: Katy showed a profit in 1971, managed to squeeze out \$21,000 in black ink. MKT had not earned money since 1963, and this was its best performance since 1961. President Reginald N. Whitman expects performance to be even better in 1972.

PENNSYLVANIA-READING SEASHORE LINES: installed five sidings to serve new industries in 1971; in 1972, PRSL expects to retire 15,872 feet of track at Egg Harbor, NJ, build a 2100-foot passing track at Pedricktown, NJ, and a 1625 foot passing track at Thorofare, NJ. Some new yard facilities will be constructed at Camden in connection with retirement of existing facilities as part of Camden's urban renewal program.

LEHIGH VALLEY: Has received its 4 new GP38's, first new motive power since 1960. The four, numbered 310-313, are tuscan red with yellow stripes. Units were built to PC specifications. Also in 1971, The Valley installed 18.8 miles of traffic control, upgraded 465 freight cars, and complete repairs to 12 other units of motive power. In 1972, LV plans to acquire 12 new locomotives (type not specified), upgrade 2 boxcars per day, and 5 gons and 5 covered hoppers per week. Additionally, LV will install 5 miles welded rail, 44.6 miles of traffic control, and reconstruct Sayre yard and the Oak Island transportation facilities.

ALASKA RAILROAD: Will begin construction of a 10-mile extension from Fairbanks to the Fairbanks International Airport. This is to provide an air freight-rail freight interchange, and is expected to cost \$800,000. According to US DOT, the ARR has not required an appropriation from Congress for operating expenses since 1939. (--from United Transportation Union NEWS)

ERIE LACKAWANNA: EL has Ohio Public Utilities Commission approval to quadruple (!) the monthly commutation fare between Youngstown and Cleveland, as of March 15. Federal sanction was still needed before the carrier could boost the monthly ticket rate for the 66-mile trip from \$41.70 to \$166.50. (---UTU NEWS)

PATCO: Carried its 25 millionth passenger on January 31. The line, three years old on January 4th, carries more than 36,000 passengers per day. Some 40% of these riders were former motorists, according to PATCO surveys. With Transport of New Jersey on strike, PATCO has quite a number of temporary riders whom we feel many will become permanent.

ARGENTINA: Has ordered 80 wide- and narrow-gauge locomotives from EMD for delivery this year. Sixty will be rated at 2475/2250 horsepower; the remainder at 1650/1500 hp. Guarantees are expected shortly for an additional 170 units to be assembled in Argentina, using major components supplied by EMD (--Railway Age)

AMTRAK SPECIAL: Democratic Presidential hopeful Edmund Muskie chose to whistle-stop his way through the Florida primary. Amtrak charged Muskie \$5,852.52 for a six-car train to go from Jacksonville to Miami. Perhaps other candidates will seek to use trains for their campaigning this year, and revive an old tradition.

GENERAL RAILROAD AND TRANSIT NEWS (Continued)

NORFOLK AND WESTERN: N&W expects to open a 24-mile line to serve a new coal mine in Martin County, Kentucky in the middle of 1972. The line will serve 5 mines. The N&W said the 24 mile line is the longest built by the railroad since 1936. It involves 6 bridges and a 1650 foot tunnel.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY: The US DOT has granted the MBTA \$25.4 million for extensive improvements on Boston's "Green Line" streetcar lines. An additional \$12.7 million will come from a Massachusetts bond issue approved last November. Improvements will include new welded rail, three new substations, new radio and automatic control systems, a new carhouse, and new maintenance and repair facilities. Heated, modernized passenger stations are planned. However, in the opinion of this staff, unless some new cars go with the line, all the fixing up will not halt the continuing decline in service reliability due to overage cars.

READING COMPANY: Made many improvements in 1971 to the system. Reading installed 46 miles of welded rail, 91, 239 tons of ballast, and 97,657 ties. RDG cleaned 333 miles of ballast and raised 227 miles of track. The new bridge over the Schuylkill River at Norristown was completed, and one mile of track on the W&N at Joanna, Pa., was relocated due to mine expansion. The big TOFC facility at Erie Avenue was opened, and new motive power servicing facilities were installed at West Cressona, and Lebanon. The facility at St. Clair was abandoned, and the facilities are being relocated at Lebanon from downtown to West Lebanon. In 1972, RDG will start work on the Warminster electrification for SEPTA, among other improvements. More major track improvements are scheduled for this year, including 66 miles of welded rail, 150,000 ties, and 130,000 tons of ballast. Some of this work has been evidenced already between North Broad Street and Wayne Junction in the commuter zone, and between Reading and Port Clinton. Also, ties have been dropped for renewal on the eastbound track of the West Trenton Branch starting at Jenkintown.

JERSEY CENTRAL: Has unveiled their new paint scheme - GP7 #1524 has appeared in red and white. The "Miss Liberty" herald still remains. We understand two Alco road-switchers have also received the new paint scheme, and that freight has been embargoed on the Central of Pennsylvania as of the end of March in preparation for the abandonment of the Pennsylvania lines of the CNJ.

PENN CENTRAL: According to Extra 2200 South, catenary is being reinstalled between Frankford Junction and Pavonia Yard in Camden, which had been removed in 1967.

WESTERN MARYLAND: Is coming closer to becoming an all-EMD road. The four Alco FA's are going to the Long Island Rail Road to become cab-control cars 607-610. This will give LIRR 10 of these units to be used in push-pull service with their Alco C420's and RS3's. Looks like the first 6 must have been successful for LI to look for 4 more. We hate to see the FA's go; they had been stored serviceable since the middle of 1971, although they were used in helper service on those February Steam Tours runs from Baltimore to Hagerstown.

ALASKA RAILROAD: For those of you who follow passenger car numbers, the numbers of the four dome coaches that Union Pacific sold to the Alaska Railroad among that group of 32 cars were 7004, 7008, 7013, and 7014.

PENN CENTRAL: It's reported that 12 of the New Haven's RDC's which had been held in storage at Readville, MA, have been sold to a scrap dealer in Taunton and have been cut up. The cars involved were RDC-1's 24, 26, 29, 30, 35, and 45; RDC-3's 125, 127 and 128; and RDC-4's 135, 136, and 137. Also, The Talgo FM P12-42 units 3100 and 3101 which had been at Cedar Hill Yard for so long are now reported gone, and most likely also have been scrapped.

HOOSAC TUNNEL & WILMINGTON: Has made its last run. The date was August 2, 1971. Track has been torn up. The 44-tonner on the property, #16, has gone to another Pinsky line. Sorry to see this pretty line go.

GENERAL RAILROAD AND TRANSIT NEWS (Continued from Page 5)

BOSTON AND MAINE: A former MBTA employee recently "hijacked" a cut of 8 B&M Budd RDC's at the Cambridge, Mass., yard and roundhouse recently, moved them out of the yards and across the Charles River drawbridge into North Station. At North Station, he set the controller in reverse, hopped off the 8 car train, and send it rolling on its way back to Somerville by itself. The end result was the train wound up in the turntable pit, totalling two of the RDC's involved (we don't have numbers as yet), and creating quite a few problems for the already troubled B&M.

UNION TRANSPORTATION CO: It has been reported that the PC will cancel the least on the line. What will happen to GE 44-ton switcher #9999 (the last on the PC roster), we don't know. Chapter Treasurer Earle Finkbiner has attempted to get an excursion on the line before its demise above the connection at Fort Dix, but UT has been completely uncooperative and has continued to beat around the bush. So, looks like one more short line will just pass into oblivion without a final dignified ceremony. We asked, anyway!!!

READING: Budd RDC-1 #9152 is now equipped with a flashing amber light on one end, a Strobe light on the other end. Unit looks really strange rolling along between Reading and Pottsville in shuttle service with these two objects mounted on top of the headlights. SD45 #7602 has also been similarly equipped with a flashing amber light on the left side of the cab.

ERIE LACKAWANNA: EL's commuter operating crews have been cited as the Morris County Commuters' Men of the Year 1971, "in grateful appreciation of their consistently outstanding performance in providing a superior passenger service in Northern New Jersey". That's a nice bouquet to be tossing to a commuter railroad, especially in today's critical times. EL has tried hard to run a good service, and things look better all the time, what with the complete re-equipment of the diesel lines, and projected re-equipment of the electric lines.

SEPTA-READING: Montgomery County's Commissioners have approved the expenditure of \$256,000 as their share to improve 22 railroad commuter stations in Philadelphia's northern suburban county. Total county renovations are expected to reach \$1.5 million. Biggest job will be rehabilitation of Reading's Elm Street station in Norristown, costing \$184,000. Current building will be demolished, a new platform and shelter erected, and an 80-car parking facility constructed. At the 16 RDG and 6 PC stations, a total of 925 new parking spaces will be furnished. 150 spaces will be provided at RDG's Spring Mill station, the largest number at any one place. On the PC, Narberth will get a new station, new lighting, new inbound platform and a resurfaced parking lot. Bethayres Station on the Reading will have \$70,000 in work.

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FIRST CLASS MAIL

POSTMASTER: ADDRESS CORRECTION REQUESTED



Shamokin
May 21
Flyer Enclosed

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