

# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



## Cinders

JANUARY, 1972

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LAYOUT AND PRODUCTION: Robert L. Eastwood, Jr.

HAPPY NEW YEAR!!!!!! The Staff of CINDERS sends along best wishes for a Happy, Healthy 1972 for our members and their families. We look forward to a progressive year in the Chapter, which we hope will start with a successful January 16 Red Arrow Division Liberty Liner trip. Flyers have been just mailed as this is written, so no report yet on ticket sales - but get a friend out and let's fill the train up for a real big start on 1972.

OUR JANUARY MEETING: Will be held Friday evening, January 21, 1972, at the Engineers' Club, 1317 Spruce St., downtown Philadelphia. Dinner in the dining room at 6 p.m., and the meeting starts at 8 p.m. Our program will feature RAILROADING, COLORADO STYLE, with a narrated slide program presented by Mr. Ross Grenard of Lock Haven, Pa. As a long-time resident of the Centennial State, Mr. Grenard faithfully recorded the passing railroad scene for posterity in one of the Nation's most interesting and scenic areas. So plan to come out and relive the great days again on the narrow gauge, standard gauge, with steam, diesel, and even traction.

OUR FEBRUARY MEETING: Will feature a NEW YORK CENTRAL SYSTEM evening!!!!!! Friday evening, February 18, 1972 is the date, usual time and location, and further details will be coming in February CINDERS. But mark the calendar, because some old publicity flicks will be screened and it's sure to be a great night in February.

MEMBERSHIP: As of January 1, 1972, 45 Chapter members had renewed their memberships in the Chapter for the year 1972. We are gratified at this showing of confidence in the future of the Chapter, and we urge those who have not as yet returned their checks to Earle Finkbiner to do so immediately if they are not going to be at the January meeting; otherwise, turn them in there.

We also wish to welcome two new members to our Chapter at this time:

BALICK, Sanford E., 3256 N. Park Avenue, Philadelphia, Pennsylvania 19140  
WHITE, William O., 82 Seward Lane, Green Ridge, Pennsylvania 19014.

BY-LAWS: Copies of the Chapter by-laws have been reproduced and will be available at the January meeting, or copies may be obtained by sending a 16¢, stamped #10 envelope to 2d V.P. Larry Eastwood, Box 41, Huntingdon Valley, PA 19006.

# General Railroad & Transit News:

ILLINOIS CENTRAL: The merger between the Illinois Central and Gulf, Mobile and Ohio Railroads has been approved by the ICC. The Illinois Central Gulf Railroad Company will encompass 9400 miles in 13 states. ICG will also include three short lines: Bonhomie and Hattiesburg Southern; Fernwood, Columbia and Gulf; and Columbus and Greenville. We suspect this will be the end for C&G's colorful Baldwin road-switchers, and that GP38's will shortly arrive to take their place. Now for a color scheme - we also think IC's orange and white will prevail.

CHESAPEAKE AND OHIO/BALTIMORE AND OHIO: Has the following passenger equipment for sale: 31 baggage cars, 9 express cars, 39 coaches, 1 lounge-observation (#3315), 3 food bar cars, and ten sleepers as follows: City of Newport News, City of Waynesboro, City of Ashland, City of Newport, City of Portsmouth, City of Charleston, Opequon, Allegheny, Schuylkill, and Shenandoah. Any takers????

LOCOMOTIVES: The following are representative locomotive orders placed by the various carriers:

Railroad	Number	Units	Type	Horsepower	Builder
CN		35	SD40(?)	3000	GM (Canada)
CN		16	GP38(?)	2000	GM (Canada)
QNS&L		40	SD40-(Z?)	4000	GM (Canada)
AT&SF		37		3600	EMD
AT&SF		15		3600	GE
AT&SF		50	Rebuilds	1500	AT&SF Shops

AMTRAK: Has awarded a one-year contract to Continental Airlines to train Amtrak's passenger representatives in special two-week courses at Continental's Los Angeles hostess school. Continental will also conduct 60 three-day courses for supervisory personnel of the Penn Central. The courses, to be held in New York, Philadelphia, Washington, Boston, and New Haven, will train personnel in reservations, terminal and train service who are constantly in contact with the public and will stress modern methods of passenger handling.

FRANKFORT AND CINCINNATI: The State of Kentucky is considering buying an old railroad for conversion into a State Park. Kentucky is looking at 17 miles of 30 foot right-of-way of the old Frankfort and Cincinnati between Frankfort and Georgetown. A hiking trail is planned for the abandoned portion of the F&C.

SEPTA: Has been granted, along with New Jersey DOT, nearly \$20 million by U.S. DOT for assistance in the 214 new electric commuter coaches.

C&O/B&O: The 100-plus year old Queen City Hotel and Railroad station in Cumberland, MD, has been torn down. The huge building (147 rooms in all), was a hotel and also housed railroad offices. WM's nicely located station in Cumberland still stands.

AMTRAK: Has cut coach fares as much as 22 per cent between New York and Boston, as of December 1. The old fare was \$12.75, and was cut to \$9.90 on all AMTRAK trains between New York and Boston, on both routings. Children's fares will be \$4.95. This is a 6 month experiment by AMTRAK, who hopes some of those motorists on the parallel New England Thruway will come over to their side.

PATCO: Has converted a portion of the Haddonfield parking lot to hold 177 "mini-cars" versus the old 120 standard-sized autos it formerly held.

GENERAL RAILROAD AND TRANSIT NEWS (Continued from Page 2)

PENN CENTRAL: The two Providence-New London commuter trains have been dropped, but ICC's Division 3 has decided to investigate the matter; and the runs might be required to be reinstated. The trains generally ran an E units and two rebuilt P70's.

MORE TOURIST LINES??? Two organizations have come about recently to take over common carrier branch lines. The first, Wolfeboro Rail Road has petitioned the ICC for approval to acquire a 12-mile branch of the Boston and Maine between Wakefield and Wolfeboro, N. H. They will continue to provide freight service to shippers, but will emphasize summertime passenger service for tourists. Another group in Maryland has applied to take over Penn Central's branch between Queenstown and Denton, MD.

ATCHISON, TOPEKA AND SANTA FE: The Santa Fe has donated their depot at Perris, California to the Orange Empire Trolley Museum. The donation was coupled with a visit by AT&SF Vice-President - Operations Larry Cena, and a display of AT&SF diesel and freight equipment.

JERSEY CENTRAL: Both domestic trailers and international containers will be handled in the new 15-acre, 55-car TOFC/COFC yard which CNJ has started adjacent to the Marine Terminal of the Port of New York Authority at Elizabeth, New Jersey. When the three-track facility becomes operational early in 1972, present operations at Elizabethport will be transferred there and through piggyback trains will operate directly to and from the new site. Two Piggy-packers, capable of bottom-lifting trailers and top-lifting containers, will perform the loading and unloading. (We might mention that Reading Company's similar facility at 2nd and Erie Avenue in Philadelphia is well along the way to completion, too - stop over and have a look!!!).

PEKING'S SUBWAY: Construction work on the first 24 kilometers of line of the Peking metro system has been completed. The line runs parallel with the main road from Chian Ku Lou in the east to Fu Hsing Lu in the west, and although at only a small depth below the surface was built as a bored tunnel rather than by cut and cover. Thirteen stations have been provided, spaced at approximately 2 km intervals. The line is perfectly straight throughout and is built to full main line profile. No date of opening has yet been announced. (In true Chinese fashion, they probably have no cars to run on the system, and have to wait until some scientist "invents" them).

PENN CENTRAL & READING: The 12% fare increase was approved by the Pennsylvania PUC and went into effect on Wednesday, January 5th. We still notice that the system is far from perfect, and a fine example is the fact that it costs 20¢ more to ride from Reading Terminal to Jenkintown than it does to Fox Chase, despite the fact that Jenkintown is just 10.8 miles from the Terminal but Fox Chase is 11.1. The PUC made some remarks about some rather wide differences in fares on the West Chester line of the PC, too.

UNION PACIFIC: The "Big Blow" gas turbine locomotives on the UP are definitely in their twilight now. UP has only 6 of its last group of 30 still on the property, and that number was as of 5/31/71. They may be all gone now. A number had been stored off the roster at Cheyenne, WY, and they were 7, 8, 18, 26, 28(second), and 29. It's doubtful any will be saved.

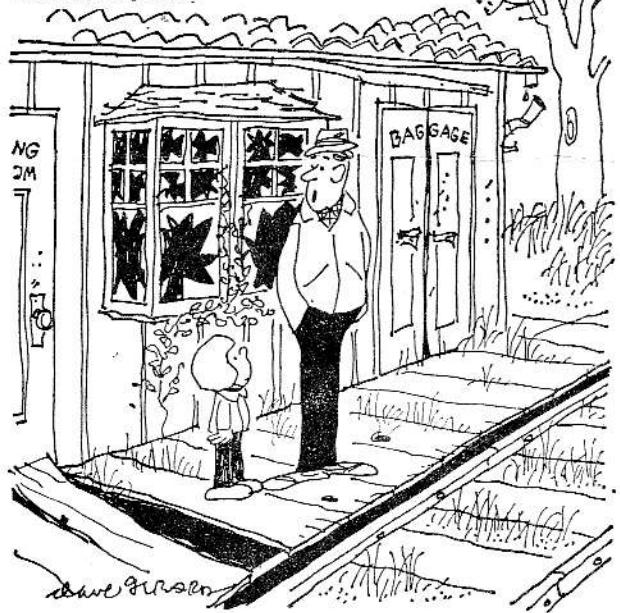
CANADIAN PACIFIC: Ordered 40 3,000 hp four-axle freight locomotives from the diesel division of General Motors of Canada at a cost of \$17 million. The units will be delivered between June and September of 1972, and will augment the existing fleet between Montreal, Toronto, and Calgary. CP's 880 freight units are already bursting at the seams from use, and a number of units have been leased to help out. GM of Canada also is to deliver 24 6-axle units (3,000 h.p.) for unit-train coal service in British Columbia, before the other 40 units are delivered.

# 1971 - Looking Back

It is proper at this time of year to sit back and reflect on the events which took place in the year past. In this short space, I shall attempt to summarize where we've been and what we've accomplished. We continued our program to improve CINDERS during the year, and, judging from the comments that have been made by you, the members, we feel that we have succeeded in the job that we undertook. Paul Kutta and I have worked hand-in-hand to try and do things within our limited budget means to make CINDERS more valuable. We earnestly solicit your comments on what we can do to make it better yet. Our trips during the year, while limited, were enjoyable. We started our trip season with an RDC excursion on the Reading to Hershey on May 8. While not financially successful, and under cloudy skies, the trip proved to us that a railroad excursion can be operated, although under trying conditions. It is a hard fact that financial success on these trips is difficult to attain. A SEPTA streetcar trip was operated on May 31, was a marginal financial success. Our dinner trip on the Reading to Norristown, PA, was quite successful, and a good number were present. On July 31, a handful of members braved some rather poor weather conditions to make a circle trip Philadelphia-Baltimore-Harrisburg and back to Philadelphia. Those who went reported a good time. On September 25, after having been postponed one week, 24 members showed up at Warner's Morrisville, PA facility for a trip in a gondola headed by an SW1. After the trip, Warner's provided coffee and pastry, and, coupled with perfect weather, those who went had some nice tales to tell those who didn't. A subway-surface ramble rounded out the trip season on October 3. We enjoyed the programs put on by Sam James during the year, too. We're looking forward to 1972, we'll be starting off 1/16 with that Red Arrow LIBERTY LINER trip.

--R. L. Eastwood, Jr.

WALL STREET JOURNAL



"They were long, gleaming steel things that came roaring in on flying wheels and a terrifying blast on their horns and thousands of people pushed and shoved to ride on them."

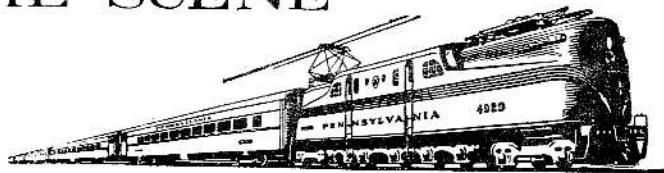
## SELECTED FREIGHT AND PASSENGER STATISTICS CLASS I LINE-HAUL RAILROADS

YEAR	Car Miles				Average load per freight car (tons)
	Freight service (millions)	Pasenger service (thousands)	Revenue ton miles (billions)	Revenue passenger miles (millions)	
1955	31,153	1,601,792	623.6	28,525	32.1
1956	31,559	1,553,228	647.1	28,184	33.0
1957	30,680	1,435,776	618.2	25,884	33.4
1958	28,059	1,251,591	551.7	23,269	33.0
1959	28,590	1,166,916	575.5	22,047	33.3
1960	28,158	1,101,021	572.3	21,257	34.0
1961	27,189	1,019,227	563.4	20,283	34.7
1962	27,743	996,403	592.5	19,905	35.7
1963	28,126	943,443	621.7	18,497	37.1
1964*	28,886	955,140	658.6	18,248	38.4
1964*	28,732	951,983	655.5	18,187	38.3
1965	29,335	884,972	697.9	17,389	39.7
1966	30,373	838,015	738.3	17,095	41.0
1967	29,659	729,686	719.4	15,201	41.9
1968	30,086	581,099	744.5	13,120	42.6
1969	30,344	488,697	767.9	12,169	43.5
1970	29,929	414,099	762.5	10,770	44.9

\*Definition of Class I railroads changed in 1965.  
Source: Bureau of Accounts, ICC.

-----from RAILWAY AGE.

## "ON THE SCENE"



**with El Simon**

.....With the introduction of winter AMTRAK schedules, the use of Western cars has increased in our area. For example, at least five SOUTHERN PACIFIC coaches and seven UNION PACIFIC coaches operated on SCL trains during the first two weeks. Sleepers from both lines are also seen in Florida service now----three 10-6 types and ten bed-room cars have been noted. Non-AMTRAK cars are still in evidence like UP lunch-counter lounges 5008 and 5010 on the George Washington and L&N sleeper MOBILE RIVER on the Champion.....The Christmas season required extra equipment on New York-Washington trains such as Jersey Arrows, Silverliners (both in Philadelphia-New York service), and additional P70's from the Long Branch-New Brunswick pool. Even on normal days, many non-Amtrak designated cars still are used on AMTRAK trains on the PC.....33 coaches from the UNION PACIFIC are running on the PC or SCL and this is over half of the 64 coaches Amtrak purchased. They are operated on the Broadway Limited, Lake Shore, National Limited, and the George Washington, plus the Florida trains.....the premier Florida Special is using four BN slumbercoaches (1489, 332-333, 336). These are former NP cars which originally had been slated for the Super Chief.....Also, four Espee lounge cars have been refurbished for the Florida Special; SP 2988, 2990-92, are now AMTRAK 3310, 3312-14, but they are not painted in any Amtrak scheme, rather, they are just stainless steel with no trim.....Although three B&O sleeper observations (Dana, Metcalf, and Nawasee) are slated for the Florida Special, they had not appeared by Christmas. As a result, the train has been using conventional SCL sleeper-lounge cars while the Silver Star has been assigned a 10-6 sleeper instead of the sleeper-lounge called for in the schedule.....Budd is delivering 48 M-1's to Penn Central's Westchester County lines. They are numbered 8280-8327, and will permit the use of M-1's to Croton after high-level platforms are installed. 152 similar cars for the Long Island (#'s 9175-9176, and 9621-9770) will follow in the Spring of 1972.....New York has installed the first train of 75-foot subway cars on the IND Division. They run in 8-car sets replacing ten shorter old cars. 300 cars are slated for New York (replacing about 375 old cars), and 52 for Staten Island (replacing all 47 old cars).....Long Island has retired their last MP54 MU cars and has less than 20 double-deck MU cars in service.....AMTRAK has moved six SCL coaches to GM&O Milwaukee-St. Louis service. The assignments shown in "Trains" are long-range plans and many cars have yet to be moved around on Amtrak's giant chessboard.....PC's commuter fleet has not changed lately, but MU 488 has been repainted PC green. Of nearly 280 MP54 MU's all but two are in regular service. But, the 14 rebuilt New Haven cars pulled by GG1's from Penn Station are now out of service.....One train those New Haven cars equipped to New Brunswick uses P70's displaced by the latest batch of ex-Santa Fe coaches on the NY&LB. The other train to Trenton has MP54's again. They (the NH cars) are not missed since the seats are little better than hard boards. An eight-car train of rebuilt MP54's continues to run to Trenton.....The only former New Haven parlor cars in assigned service are 7176-7181, all now PC green. They were rebuilt from room-lounge cars in 1969-1970. Several other parlor cars (some still in NH orange) will still be seen as backup or extra cars but NP parlor-lounge cars have been scheduled by Amtrak for the Boston-New York run.

(Continued on Page 6)

January, 1972

CINDERS

ON THE SCENE, by Elbert W. Simon, Jr. (Continued from Page 5)

.....Reading MU 852 was the last car to be outshopped in a two-year program. Three cars (802, 805, and 824) have the old interior and exterior paint schemes and most of the trailers need a paint job. But, economic pressures have called a halt to any further work. Unlike PC's MP54's, Reading will be retaining all of its MU's for the foreseeable future.....PC will get 200 new diesels in 1972, including 50 EMD SW1500's already on order.....Twelve (12) Metroliners purchased by AMTRAK are still being overhauled at Wilmington Shops. But, one round-trip has been increased from four to six cars again with existing equipment.....The National Limited will get a C&O diner-sleeper (#'s 1923-1925) as a replacement for two cars (a UP sleeper and an ACL diner). These cars will be assigned as they are overhauled and by Christmas, only one car had been placed in service.....The Lake Shore has been running only 5 or 6 cars, and, of course, was discontinued January 5, 1972. The affected states had failed to provide the subsidies promised. Six UP coaches had been assigned to the train, but PC coaches and diners had been used for the most part up until the end.....six 65-year old S-class electric switchers remain in service to switch Grand Central Terminal. Four units work the morning shift, and two work evenings to shift locomotive-hauled trains. They are the oldest locomotives in regular service (as opposed to tourist or museum lines). Operating numbers are 4702, 4710, 4723, 4725, 4731, and 4733.

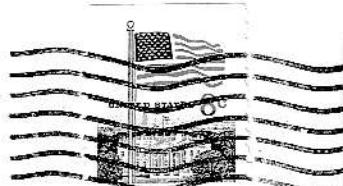
MORE NEXT ISSUE - E. S.

## Publication Review....

BURLINGTON NORTHERN 1971 MOTIVE POWER ANNUAL, F. Hol Wagner, Jr., Editor, published by Motive Power Services, Box 17111, Denver Colorado 80217 - \$4.95.

NRHS Member Wagner has produced one of the finest works on a single road's motive power (in this case, all-diesel) that this reviewer has seen in quite some time. This soft-bound book, containing 80 pages, plus cover, could well pass for a BN Public Relations effort, what being printed in BN's Cascade Green. The layout and photography are outstanding, and the complete roster contained in the book is complete and extremely accurate. The feature model of the book is EMD's F45, complete with drawings and details. To any serious student of BN, or the diesel, I highly recommend securing a copy of this excellent work. RLEjr

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