

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

MARCH, 1972

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OUR MARCH MEETING: Will feature an outstanding evening of superb color and sound movies, "Steam in the Seventies", presented by Mr. Allan Roberts of New York. Come out and see famed NKP 759 attack Horseshoe Curve; witness CN 6218 on its final fan trip and the retirement ceremonies at Belleville. Ride with ex-CP #972 out of Bethlehem on the 1971 NRHS Convention trips, and recall as NKP 759 makes her swan song from Hoboken to Binghamton in August, 1971. These spectacular sound films were made by a serious railfan for railfans!!!! Don't miss this one!!!! As usual, dinner at 6 p.m., in the Club Dining Room and the meeting upstairs in the Conference Room at 8 p.m.....all on Friday evening, March 17, 1972, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

1972 ELECTIONS: In an effort to create a spirit of wider participation in Chapter activities, the 1972 elections will be conducted in a slightly different manner than in the past two years. At the March meeting, a Judge of Election will be nominated and appointed. Then, nominations will be made from the floor for the officers to be elected. Ballots will be mailed to members with their April issue of CINDERS (which will be mailed about March 29). The ballot will be completed and returned to the Judge of Election, who will assemble the ballots. The ballots will be tallied and verified at the April general membership meeting. A number of your officers have felt they have served your Chapter and desire to step down due to pressures of personal life. You are urged to very seriously consider the future of our Chapter, and nominate and elect those individuals who will have the very best interest of railfanning in our area at heart.

MEMBERS WITH 1972 DUES UNPAID: At this time, approximately 18 members have not paid their 1972 dues. This will be the last issue of CINDERS mailed to those who have not paid up. Those who do not pay by the date of our March meeting, March 17, will not be eligible to vote in the elections. There are many activities planned for you - their coming about depends upon circumstances beyond our control - but, we are investigating trips to industrial areas such as Philadelphia Electric, Phila., Bethlehem and New England, Fairless Works of U.S. Steel, etc. If any member has information on individuals to contact in these various industrial organizations, you are urged to pass same on to one of your Chapter officers so that we may line up some industrial field trips during the coming year.

TIMETABLE REPRODUCTION: Dig up those old goodies which you are willing to loan to the Chapter for this fund-raising affair and see Paul Kutta or Larry Eastwood at the March meeting. We want to get going on this valuable project.

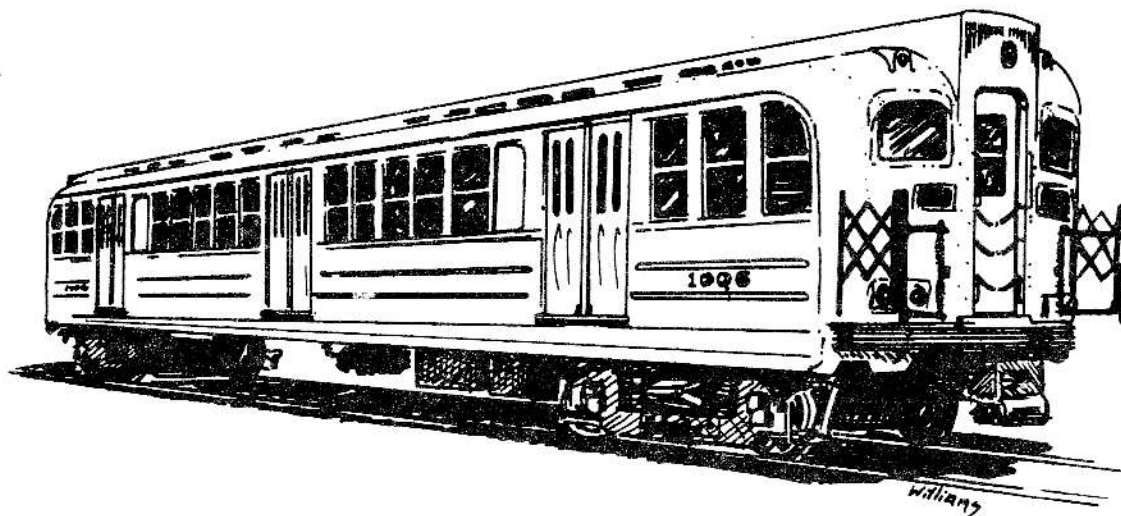
READING COMPANY EXCURSION: Your Chapter is close to agreement with the Reading Company on a Spring, 1972 railroad excursion using the push-pull equipment. It is hoped that details will be further worked out at the time of the March meeting.

ADDRESSING OF CINDERS: Your Staff desires to obtain a mechanical means, other than typing of 150 labels each month, of addressing CINDERS. If any member has contact within the office machine field, and can assist us in obtaining a good method of addressing at a reasonable cost, please contact Larry Eastwood or Paul Kutta. The amount of time it takes to address these labels each month could be well spent in other areas for the Chapter interest.

CHANGES OF ADDRESS: (New addresses listed)

WITWER, Ronald J., 9 Mavista Circle, Newark DE 19711

SHAFFER, Herbert, 8040 Rowland Ave., Apt. C-348, Philadelphia, PA 19136



TROLLEY VALHALLA SCHEDULES PATCO BRILL CAR TRIP: Trolley Valhalla is presenting a three and one-half hour trip using a two car train of former 1000-series Bridge Line cars, on Sunday, March 26, 1972, rain or shine. Due to the fact that there are seats in only one car, the number of passengers is limited to 75. The trip will leave from the PATCO 8th and Market Streets station at 12:45 p.m.....tickets are \$6.00 each, and \$6.50 on the day of trip IF TICKETS STILL REMAIN. Picture stops will be made, and two such will be Franklin Square and Collingswood (from the street). Plan to be on board and help support Trolley Valhalla. Order tickets from Howard G. Williams, Lynnebrook Apartments #78, 125 S. White Horse Pike, Lindenwold, New Jersey 08021.

2102 RIDES AGAIN: A number of Chapter members were either on board or along the way on the weekend of February 26 and 27 as ex-Reading 4-8-4 #2102 ran on the CNJ between Elizabeth and Bethlehem, Pa., on the CNJ. The 2102 looked as great as she did during Iron Horse Ramble days, and Steam Tours must be congratulated for keeping the locomotive as well preserved as it is. BUT PLEASE - GET RID OF THAT RAUNCHY WHISTLE, FELLOWS, and PUT THE READING WHISTLE BACKSON!!!! Saturday's trip was delayed by a derailment of 2102's trailing truck at the Bethlehem Engine Terminal, which was quickly rerailed, and Sunday's trip arrived Bethlehem 30 minutes early.

"ON THE SCENE"



with El Simon

.....The READING has repainted an MU or two since declaring bankruptcy in November, with 852 apparently the latest car out of the Shops.....ex-Reading T-1 4-8-4 #2102 made two trips from Elizabeth over the weekend of February 26-27, on the CNJ to Bethlehem. The consist was CNJ open-window coaches, with Steam Tours' ex-Milwaukee Road baggage car #1328, and High Iron Company's Office car "Brothers Two".....CNJ GP7 #1524 is repainted in a new red and white color scheme....this may be an experiment or the precursor of a new livery.....

.....LONG ISLAND is getting four more Alco FA2 cab units for conversion to control cars 607-610. These were ex-WM 301-304, and 303 and 304 are already at GE's plant in North Bergen, N.J. for the rebuilding program. 301 and 302 were helpers on 2102's trip over the Baltimore-Hagerstown line on February 5th and 6th.....

.....At least 30 M1's have been delivered to LONG ISLAND under the latest order and it is understood the double-deckers are now out of service for good. Work on extending the third-rail from Hicksville to Pinelawn doesn't seem to have started yet.....The suit by PULLMAN-STANDARD against the award of our MU contract to General Electric has been dropped and now work can go on at Erie on 130 cars for PC and 14 for Reading.....There are supposedly 75 AMTRAK cars awaiting refurbishing at PC's Beech Grove Shops, and 60 at Pullman-Standard in Chicago. But, labor troubles have hindered the start of these programs and so the only Amtrak cars we've seen around here are a comparative trickle from Auto-Liner (Omaha), and Hamburg Industries (North Augusta, S. C.). Three ex-SCL sleepers and five ex-Southern Pacific lounge cars are the only cars to turn up around here, but I know also of several re-numbered Santa Fe cars.....The latest move on the AMTRAK chess board has put SCL tavern-lounge cars 5830-5831 on the Broadway Limited; Santa Fe baggage cars have also moved into our area, at least a few have. Also, the Keystone got one tavern-coach-observation (SCL 5800), but it is running mid-train and the other "side" has a snack coach yet.....No P70's ran the week of February 21-27 except 11 P70's on the semi-locals #254 and #263, and snack coach 3247. This car should be retired when the Keystone gets its other tavern-lounge car. The last of the prewar NYC coaches had disappeared during the week as well, and only two pre-war Pennsy streamlined coaches remain in service.....AMTRAK has jazzed up the parlor car menus, and they now offer a choice of two entrees and a free split of "Lake Country Pink Wine" with dinners are plusses. Five sets of meals are served-one each week, to provide some variety for regular riders.....The State of New Jersey has stated that they want to eliminate one carrier (presumably CNJ) on the "Long Branch". They could just about squeeze the CNJ trains into Penn Station and run them with surplus PC equipment. By the way, E7's still operate on some NY&LB trains.....ELECTRO-MOTIVE DIVISION's new line of "dash two" diesels has just been formally announced, although production started several months ago. GP/SD 38's, GP/SD 40's, and SD45's are now GP38-2, etc. Gone is the GP/SD 39 which used a 12 cylinder turbocharged engine and never went over very well.....AMTRAK has apparently settled on the GE U36BG for its new power, and will buy about 50 units this year.....We understand PC's bar car (converted MP54 combine) was almost totally destroyed by fire in Penn Center Station, and it was set out at 30th Street for a week or so.....the cars in that previous Penn Center Station fire were Silverliners 210 (to be written off), and 206 (to be repaired). --El Simon.

PC Crane, 19 cars grounded - Paoli

A Penn Central crane being hauled in Freight train #SP-2 derailed at the west end of the Paoli interlocking at 2:52 a.m., on February 12, tying up the PC Main Line at Paoli, and causing re-routings over the Trenton Cut-Off. The crane involved was PC 50039, and the derailment was caused by a broken truck side on the lead truck.

At 3:02 a.m., the 30th Street wreck train was ordered to the scene, followed at 3:09 a.m., by an order for the Enola, Harrisburg, and Morrisville wreck crews. At 5:00 a.m., the Morrisville wrecker was cancelled. The head end of SP-2, which was lead by E44's 4445 and 4442, and 25 cars, departed the scene at 5:45 a.m., and passed Overbrook at 6:11.

At 5:38 a.m., Extra 8084 was called from 30th Street, and it arrived Paoli at 6:27 a.m. It is believed this was the unit used to shuttle trains between Paoli and the live wire at Bryn Mawr.

The 27th through 46th cars of SP-2 were derailed. Of these cars, 11 were empty, and the majority of the rest were loaded with foodstuffs for area super markets. The TrailVan trains were detoured over the Trenton Cut-Off, as were Trains 8-9-10-11 (all Flexi-Van mail trains). Train 40 had 10 cars, GG1's 4927-4919, Train 41 has 4909-4894 and 12 cars, train 42 had 4899 with 3 cars.

Greyhound busses were used to transfer passengers between Paoli and Downtown.

General Railroad & Transit News:

PENN CENTRAL: CINDERS' Staff was recently out to Luria Brothers scrap yard at Modena, Pa., and found the following cars about to be torched. All of the exact details were not to be obtained, but the following should assist passenger car buffs in keeping their records straight:

RAILROAD	TYPE	NUMBER	NAME
PRR	Sleeper	.....	Imperial Vale
NYC	Coach (S.S.)	940	.....
NH	Sleeper	4242	Sandy Point
PRR	Coach	1645	.....
PC	Coach (S.S.)	1517	.....
PC	Sleeper	....	Imperial Meadows
NYC	Coach (S.S.)	1410	.....
PRR	Coach	3602	.....
PRR	Coach	3692	.....
PC	Sleeper	4901	Imperial Beach
NH	Parlor (S.S.)	....	John Alden
PC	Diner (S.S.)	?	?
NH	Diner (S.S.)	?	?

(MORE NEWS ON PAGE 5)

PENN CENTRAL: Has proposed to abandon operations on the Elmira Secondary track, running 67.5 miles between Williamsport, Pa., and Southport, N. Y. PC said it lost \$149,182 from operation of the line during the first 9 months of 1971. Track is in fair condition, but rehabilitation would be necessary in the near future. 737 carloads of traffic were originated on the line in 1970. 526 cars were originated in the first 9 months of 1971.

AMTRAK: Has changed the Chicago station of the Floridian. It now departs from Union Station instead of Central Station. Also under very serious consideration now is a plan to close Central Station for good and transfer operation of the George Washington/James Whitcomb Riley, and the Panama Limited to Union Station. AMTRAK also announced that the "Campus" services, between Chicago and Champaign on Fridays and Sundays, would be discontinued after their runs the March 4-5 weekend.

AMTRAK: It's probably old news by now, but the fact is that the TurboTrain hit some rough going on the run between Washington and Parkersburg, WV. First, the train broke down; then, while being towed by a diesel, the adapter coupler fell off and derailed the Turbo. At last report, it was to be going back into service again.

AMTRAK: Is carrying bulk mail for the U. S. Postal Service on the following routes: New York-Jacksonville; Washington-Chicago; New York-Chicago; Chicago-Jacksonville; Chicago-New Orleans; Chicago-Omaha; and Chicago-Kansas City-Albuquerque.

UNION PACIFIC: The breakdown on that sale of 33 Union Pacific passenger cars to the Alaska is as follows: 14 flat-top coaches; 2 diners; 7 baggage cars; 4 lunch counter-cafe cars; 1 lunch counter-diner; 4 dome coaches; one business car. Looks like the Alaska Railroad will be getting a dressing up what with domes and all. Transport Central muses: "owned by the U.S., but oddly enough not a part of AMTRAK".

ROCK ISLAND: The Rock has picked up some second hand motive power again. This time, 10 EMD NW2's from the P&LE (replaced by SW1500's), have found their way to the RI, numbered 4900-4909, and reportedly replacing the Alco C415's who smoke too much in the Chicago area (or perhaps that's the reason, anyway).

PENN CENTRAL: Those two odd-ball commuter trains between Providence, R. I., and New London, CT., have been cut back to Westerly, RI. The ICC recommended that PC trains 508 and 521 be discontinued between Westerly and New London, but be continued for 1 year from Providence to Westerly. They run an E unit and two modernized P70's, as a rule.

AMTRAK: Finally got organized on credit cards. They accept Master Charge and American Express at the 62 largest offices, and will expand that to 335 offices by the end of March. Now if we can only get a master reservations bank and ticket computer working, things should be much better all around.

AUTO-TRAIN: Has been doing quite well. Bookings have been running close to 100% southbound, and 70% northbound. Comments on the service seem to be good. As with new things, there are bugs to be ironed out, and the terminals are not completed as yet, but most individuals expressed the thought that they would use the service again, despite the bugs. The stock, which sold for \$10 a share when first sold, is up to about \$35 a share.

EUROPE: Those contemplating a trip to Europe might be interested in a little publication called "Baxter's EURAILPASS TRAVEL GUIDE", which is a 240-page paperback book. It costs \$2.95, and may be ordered from: RAIL-EUROPE, Box 3255, Alexandria, VA 22302.

(MORE NEWS ON PAGE 6)

BUSH TERMINAL: The ICC's Railroad Service Board has authorized the New York Dock Railway to operate over trackage that was abandoned by the Bush Terminal Railroad Company on December 15, 1971.

BOSTON: The MBTA has recommended elimination of commuter service on the Boston and Maine's Rockport and Bedford Branches, and also on the Needham and Stoughton Branches of the Penn Central. They propose in the report to replace the four lines with buses. At the same time, the report called for MBTA to preserve and improve service on B&M's Eastern, New Hampshire and Fitchburg routes, and on PC's Boston and Albany, main line, and the Franklin Branch.

PENN CENTRAL: With vandalism among the heaviest on any railroad in the country, PC has inaugurated a system of rewards for information leading to conviction of persons damaging or defacing PC property. Rewards are up to \$100, and PC's Director of Security, Donald L. Nelson, states that the railroad loses over a million dollars a year due to vandalism.

AMTRAK: Has criticized Southern Pacific for its performance record in handling Amtrak trains. Rail Travel Newsletter reports that between December 19 and January 2, the Sunset Limited was on time at Los Angeles only 29% of the time, and on the average it was one hour and 22 minutes late. The Coast Starlight in that period was never on time, and the average late time was 3 hours 11 minutes!!!! Freight train interference is responsible for much of the delay. Between October 1 and 7, freight train interference caused 42.9% of all delays to passenger trains, and in the week beginning November 19, 38.2%.

ILLINOIS CENTRAL GULF - Not yet: The ICG merger has been held up, at least for the time being. The merger was postponed on the basis of petitions entered at the last minute by Kansas City Southern, C&NW, and MoPac, all of whom claimed they would be financially injured by the marriage. So those Baldwins on the Columbus and Greenville, and the first generation power left on the GM&O will still roll for a little while.

JOHNSON FARE BOXES OFFERED FOR SALE

Trolley Valhalla is offering ex-PTC Johnson fare boxes for sale, \$20.00 each. Two varieties are offered, electric/hand and all electric models. Contact member George W. Metz, 3001 Robin Lane, Havertown, PA 19083. Benefit Trolley Valhalla.

ROBERT L. EASTWOOD, JR.,
POST OFFICE BOX 41
HUNTINGDON VALLEY, PA. 19006



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