

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

NOVEMBER, 1972

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OUR NOVEMBER MEETING: Will be our popular annual Railroadiana Auction, which we hope will be again the big success it has been in previous years. The auction rules and listing form is attached to this issue of CINDERS. Please follow the rules carefully, as small adjustments have been made this year in order to speed up the auction, so we are not until after Midnight as we were last year. Tom Flanagan has once again volunteered to be our auctioneer, and his entertaining manner is as interesting as the material which finds its way out of people's attics. Dinner will be at 6 p.m., as usual in the Dining Room, and the meeting WILL START EARLIER than usual, at 7:45 p.m., in the Conference Room upstairs. The location: The Engineers' Club, 1317 Spruce St., downtown Philadelphia. The date: Friday evening, November 17, 1972. Come on out and enjoy a leisurely dinner, bring a friend, and a wallet full of money, plus a few dust collectors from your own attic.

CHAPTER INCORPORATION: At our October meeting, it was unanimously voted to proceed to incorporate the Chapter. Numerous members were of the opinion that the Chapter was incorporated, but such is not the case. We will seek the advice of General Counsel of the NRHS, Mr. Richard Clover, who is also a Chapter member, in our proceedings in this matter.

OUR DECEMBER MEETING: Please do not forget that our annual Christmas meeting is held one week earlier than usual, and it will be on December 8 this year. Deadline for material for the December issue of CINDERS will be Friday, November 24, 1972, the day after Thanksgiving. All material for the December issue should be in the hands of Paul Kutta or Larry Eastwood by that date.

PORT AUTHORITY TRANS-HUDSON (PATH) ENCLOSURE: The folder on the PATH system comes to each of us through the courtesy of Mr. Lloyd D. Schwalb, Supervisor, Passenger Services of PATH. We thank Mr. Schwalb for making copies of this brochure available to us. PATH is continuing, of course, its vast modernization system to provide North Jersey passengers with excellent service between Newark, Hoboken, Jersey City, and downtown Manhattan.

Oliver W. McKim

at Philadelphia, Pa.

November 2, 1972

OLIVER W. MCKIM: It is with sorrow that we note the passing of Chapter member Oliver W. McKim, who passed away at Philadelphia on Thursday, November 2, 1972.

Ollie was a long-time member and friend of this Chapter and the Society, and a very ardent supporter of most all of our excursions, meetings and other functions. While his health had prevented him from being as active as we know he would like to have been in recent times, we always noted his smile and friendly wave at Chapter meetings, as well as on our trips. We don't know of the particular favorite rail subjects that Ollie was fond of, but we do know he was a rider of the Pennsylvania-Reading Seashore Lines between Philadelphia and Atlantic City in the days when service was better, and was interested in the PRSL.

Services and a viewing were held for Ollie on Sunday evening, November 5, 1972, at Ivory's Funeral Home, 1210 N. 59th Street. Interment was in Eden Cemetery. A floral tribute from the Chapter, as well as a letter and card was sent to Mrs. McKim, and a copy of this issue of CINDERS will also be forwarded to her as an expression of our sympathy.

DELAY OF MAILING OF CINDERS: This issue of CINDERS will probably reach you on Wednesday, November 15, 1972. We apologize for the delay in getting it to you, and will be doing better next month. We like to get CINDERS in your hands about 10 days before the meetings, but sometimes due to outside pressures, this is not the case.

NEW MEMBERS: We are pleased to welcome quite a few new members to our ranks this month, as follows:

HOWARD BENDER, of 49 Carlor Drive, Havertown, PA 19083 (HI-9-7125). Howard is 16 and is a high school student.

JOHN J. BURKE, of 100 E. Glenolden Ave., Apt. #F-3, Glenolden, PA 19036 (LU-6-2150). John is 28, an electrical engineer, and has been an Associate Member for some time.

CARL W. HOLCOMBE, of 219 Willow Drive, Levittown, PA 19054 (946-6760). Carl is a teacher, 47 years of age, and has been an enthusiast for quite some time.

PHILADELPHIA CHAPTER NEWS (Continued from Page 2)NEW MEMBERS (Continued)

ROBERT L. LANNON, of 1804 Roberta Avenue, Abington, PA 19001. Bob is 42, and is an instrument technician.

RICH GLADULICH, of 208 W. Cuthbert Road, Westmont, NJ 08108. Rick is 25, and is an auditor for the Penn Central Transportation Company.

WHERE WE STAND NATIONALLY IN MEMBERSHIP:

Your Chapter is the 11th largest, Nationally, in membership. While it is often said that quantity does not necessarily bring quality, it is a fact that there are many very serious rail enthusiasts in the Philadelphia area who just simply are not acquainted with our Chapter, and with the NRHS in general. It is your duty to bring these people around as guests to our meetings, and introduce them to the Society and to our Chapter. Quite a number of you have been doing this, and it has helped the Chapter to grow and improve. Shortly, we hope to have a new membership application printed (actually a reprint of the older Chapter application), and also perhaps a short summary of the Chapter and its activities.

Here are the figures on the fifteen largest Chapters in the NRHS, as compiled by the National office, and published in the Northstar Chapter newsletter:

<u>Chapter</u>	<u>Rank</u>	<u># Members</u>
Tennessee Valley	1	296
Atlanta	2	284
Baltimore	3	227
Lehigh Valley	4	219
Heart of Dixie	5	204
Old Dominion	6	186
Intermountain	7	162
North Alabama	8	159
Charleston	9	156
Mohawk and Hudson	10	149
PHILADELPHIA	11	144
Washington	12	137
Buffalo	13	134
Midwest	14	131
Wisconsin	15	117

As you can see, it would be quite easy for us to rise in the standings to #6 or #7. We all stand to benefit from having more interested people among our ranks. You can do your part by letting other rail enthusiasts know we exist.

In order to better acquaint ourselves with one another at meetings, we may have badges made for members to wear at functions and meetings. This had been done in the past but was discontinued, and it might be a wise idea to resurrect the idea.

1973 MEMBERSHIP DUES: 1973 Chapter dues will again be \$4.00, thanks largely to the many successful trips we operated this year which enriched our treasury. It is also our understanding that the National dues will also remain the same next year. Bills will be mailed to members when Earle Finkbinder receives them from the National.

"ON THE SCENE"



with El Simon

.....AMTRAK issued new schedules on October 29. In our area, Metroliners were given minor adjustments and other trains were adjusted as follows: Train 170 became #180, and was discontinued between Washington and Philadelphia; train 182 extended to run Philadelphia-Boston; train 140 discontinued New Haven-Boston; train 142 extended to run Philadelphia-Boston via Springfield; Train 176 extended to run Washington-Boston; and train 186 was renumbered to 286. These were eastbound corridor changes. Westbound corridor changes were: Train #145 discontinued between Boston and New Haven; train 143 extended to run Boston-Philadelphia via Springfield. I believe the effect is to add two eastbound trains between Philadelphia and New York and that's about it.....No AMTRAK equipment changes are due until December 15, when winter peak-period schedules take effect. The Champion and Vacationer will be the extra trains. The Silver Meteor will be on a faster schedule with some stops withdrawn. Also, a through Montreal-Miami sleeper will operate via the southbound Silver Star and the northbound Vacationer.....There have been four CANADIAN NATIONAL sleepers and one CN coach noted on the Montrealer. All sleepers were "F" class 4-section-8 duplex-4 bedroom cars.....There are now 13 Metroliners repainted in AMTRAK livery. These are the twelve leased cars except 825, plus 868 and 884.....Over 360 cars have been repainted in AMTRAK colors to date. The number increases each week and every type of car is included.....Rumors abound that the Mexican connection will operate via the MISSOURI PACIFIC from St. Louis to Dallas, KATY to Temple, and MP again to Laredo. By meeting time we should have this pinned down.....PULLMAN-STANDARD has some GREAT NORTHERN coaches at Chicago for rebuilding into North Jersey commuter cars.....This will be the final season for RINGLING BROTHERS red unit. This is the set formed from World War II hospital cars and it will be replaced by the cars purchased from UNION PACIFIC this year. It will run from New Haven to Florida on Monday, November 20, via PENN CENTRAL's main line. It's a 30 car set, and so will the replacement set be 30 cars.. ..RINGLING BROTHERS blue unit is a newer train of mostly ex-NEW YORK CENTRAL cars. It can be seen at Hempstead, L. I., NY, through November 13, when it is to go to Quebec via PC-D&H-CP. It will go to Florida on December 4 via PC from Quebec..... ..Central New York Chapter, NRHS now has three cars. Observation-sleeper SYRACUSE is ex-James Strates Shows (nee Palm Lane). They also have B&O baggage-lounge 1302, and D&H coach 229. Interesting note was that Strates replaced their cars with "newer equipment" last summer. Wonder what this might be. (Above courtesy Frank Tatnall - I might take this opportunity to encourage others to write if they have any news-worthy information - E.S.).....Former UNION PACIFIC 5-double bedroom-lounge "Ogden" is now GREAT WESTERN TOURS' "Redwood". It had been stored in Nebraska for several years but underwent a fine overhaul. It's one of at least 20 streamlined sleepers owned by various groups out west and used on special movements. Some of these cars are used on AMTRAK trains under lease.....PENN CENTRAL still uses E7's on some NY&LD (Long Branch) trains and eight units were noted in October alone. They come thru North Philadelphia on a mail train every Saturday morning around 9:30 a.m., en route back from monthly inspection at Harrisburg. As half of this pool is E8's, you take your chances on what will turn up. More next issue-----EL SIMON.

General Railroad & Transit News:

READING + WHO??: Reading President Charles E. Bertrand has proposed that the Reading and three other bankrupt area roads consolidate into one company in "partnership" with the Federal Government. It was suggested that the consolidated roads be named the Northeast National Railway System, and include RDG, CNJ, LV and L&HR.

PENN CENTRAL: Hearings are being held on the Octoraro Branch of the PC's abandonment petition. The 41.7 miles of track are considered by some to even have future commuter potential according to Robert Folwell, of the Delaware Valley Regional Planning Commission. The last train on the line ran in September, 1971, when floods washed out the northern portion of the line between Concordville and Chadds Ford. ICC accounting shows deficit on the line for 1970 of \$63,287, and through September, 1971 of \$54,113. PC's figures showed the 1970 deficit to be \$126,303, and the 1971 9-month figure to be \$95,771. What will happen to the line is anyone's guess.

(Contributed by Bob Slauch)

AMTRAK: Has ordered 40 diesel-electric locomotives from EMD for delivery in time for next summer's travel rush. All 40 units will be used on Santa Fe Amtrak routes to replace 74 older 1500 horsepower units, the new units being 3000 h.p. each. It will be interesting to see whether the units will be hood type, or whether they are "cowl" type such as the FP45. The Amtrak routes to receive the units will be Chicago-Fort Worth-Houston, Chicago-Kansas City-Los Angeles, and San Diego-Los Angeles. The reduction in half of the number of units will prove much more efficient to Amtrak, to be sure, and this should help pay the high price tag of the diesels, which will run \$450,000 each.

JERSEY CENTRAL: The abandonment of the CNJ lines in Pennsylvania approved by the ICC and the CNJ's bankruptcy court have been upheld by the Supreme Court. It refused to review the lower court decision.

(UTU News, 10/28/72)

AUTO-TRAIN: Business is apparently so good on AT, that they plan to add a second train between Lorton, VA, and Sanford, FL, in the winter season of 1973, starting in October. More cars are being added this winter to the trains to help accommodate increasing reservation demands.

BURLINGTON NORTHERN: BN will acquire a lot of new equipment in 1973. At a cost of \$26 million, BN plans to get 650 new box cars, and 45 new locomotives. Fifteen SW1000's will come from EMD, and there will be 30 3000 h.p. units from GE. Increasing grain and coal traffic are attributed to the need for the additional equipment.

(UTU News, 11/4/72)

ST. JOHNSBURY & LAMOILLE COUNTY: The St.J&LC has again applied for abandonment. Samuel M. Pinsky, owner of the line, said it would take about \$1.5 million to rebuild the St.J&LC. Pinsky said that if the tracks could be improved, increased efficiency on the line would make it profitable. The line handles heavy jumbo covered hoppers and now has Alco RS-2 and RS-3, and EMD GP7 motive power, which places a greater burden on the track structure than the former GE 70-tonner switcher and 40 foot box cars used to. Pinsky has spent a lot of money on the line, but says he simply doesn't have the money to fix up the tracks. A huge new shop building has been constructed at Morrisville, VT, and, of course, the "new" road-switchers have been acquired since he bought the line in 1966.

AMTRAK-CENTRAL VERMONT: In an interesting note, Amtrak apparently plans to build a new passenger station in St. Albans, VT, utilizing the former yard office in the middle of Italy freight yard there, by erecting a canopy and platform at the yard office. Meanwhile, the old passenger station at St. Albans, remembered well by many for its now-destroyed covered shed, is being used, and would be more than adequate. The General Offices of the CV are here, and with many positions now controlled from Montreal, there is available space at the old station, and a platform exists here, too.

(More on page 6)

ICG Electric Mishap Kills 44

A collision between a four-car Highliner Illinois Central Gulf commuter train and a following six-car train of standard MU equipment at 27th Street Station in Chicago, IL, claimed the lives of 44 people and injured 357 on October 30. This was the most serious passenger train accident in the U.S. since the CNJ train went off the Bayonne bridge at Elizabethport, NJ, in 1958.

While the exact cause of the wreck is not known, it is known that the Highliner train overshot the station at 27th St., and then backed up to unload passengers, after having crossed and cleared the signal circuit north of the station. The following train approached the next signal south of 27th Street, and due to the first train having cleared the block, received an approach signal and entered the block in which 27th St. is located. Of course, both trains were occupying the block and the collision was inevitable, due mainly to the fact that the platform at 27th Street due to curvature of the tracks and the presence of the station platform hindered visibility.

ICG, of course, had a near perfect record on commuter operations since it had electrified the Chicago lines in 1926....only 1 patron fatality in more than 45 years. It took ads in newspapers in Chicago to thank all those who so quickly came to the rescue. An emergency plan at Michael Reese Hospital, luckily just adjacent to the 27th St. station, was quickly put into effect, and was credited with saving numerous lives and averting more serious injuries to some passengers.

The magnitude of the tragic accident was accented by the fact that Mayor Daley, Senator Charles Percy, Secretary of Transportation John Volpe and Federal Railroad Administrator John Ingram were all on the scene quickly to render needed assistance.

Odds & Ends....

by Paul Kutta

.....The first new steam locomotive built in the U.S. in many years began operation in September on the Mt. Washington Cog Railway. It was built from scratch by a couple of former B&M mechanical officers and a New Hampshire "farmer-blacksmith".
New Jersey voters defeated a \$650 million bond issue on November 7 - of that amount, \$240 million would have gone to rail transit, to provide new cars for EL, plus locomotives, electrification of the New York & Long Branch, and extension of the Newark subway to Irvington.....Montreal's Metro has installed fire hydrants every 250 feet to forestall future fires like the one that occurred in 12/71 and destroyed 36 cars.....a group of railfans has plans to operate steam excursions on Penn Central's Branch between Berlin and West Ocean City, Maryland. A couple of ex-CNJ coaches are now on the property and a steam locomotive (ex-Mobile & Gulf) is located at Delmar on the PC.....earlier this year the Russians exhibited their latest sleeping cars which are fully air-conditioned and include the latest modern conveniences. The hot water for the toilet washbasins is heated by a "coal-fired" boiler in each car. Chances are, that the Russians did invent this method of water heating in trains!!!!.....Jay Wulfson, head of the Vermont Railway, and other individuals have bought the 16-mile Clarendon and Pittsford from its present owners for \$63,300.....The Long Island has retired its 60-year old open parlor-observation car "Jamaica"; the car will be displayed in front of the also-retired station at Wantagh.....Reading Co. is getting 250 new 70-ton box cars; \$5.5 million order includes 200 Pullman-Standard and 50 from Berwick.

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PHILADELPHIA CHAPTER ANNUAL AUCTION - FRIDAY, NOVEMBER 17, 1972

The November, 1972 meeting of the Philadelphia Chapter will be held on Friday evening, November 17, 1972, at the Engineers' Club, 1317 Spruce St., downtown Philadelphia. We urge you to join your fellow members for dinner at 6 p.m., and for the meeting at 7:45 p.m., in the Conference Room, upstairs. PLEASE NOTE THAT WE ARE GOING TO TRY AND START THE MEETING 15 MINUTES EARLIER to allow more time for the auction.

The ground rules for the auction remain basically the same as they have been in the past.

One ground rule that will be new this year will be that minimum bid on any item will be \$1.00, and increases in increments of 25¢. So, please when assembling lots of material, keep this in mind, and put together worthwhile groups of railroadiana. Our goal is NOT to try and raise more money, but rather to prevent the auction from dragging on into the wee hours of the morning, such as was the case last year. We want to keep bidding spirited and quick. Many members must also catch early trains or busses, etc., and cannot stay late, and so we will try and speed up the process.

Simply list your items to be auctioned on the form on the reverse side of this notice. If you desire a minimum bid price on any item, please so indicate in the column provided on the form.

Hand this form, together with the items to be auctioned, at the meeting to auction personnel at the table in the front of the meeting room. The Chapter, as usual, will retain 10% of the price received for the Chapter treasury. Please remember to use the form on the reverse, so we can properly record the items and conduct the auction in an orderly fashion.

Remember to bring your friends, too, and introduce them to our Chapter and the Society. Our 1973 membership drive is getting into full swing, and we'd like to improve our standing nationally. We have several new members this month, and they're listed in CINDERS.

Dig through your attics and find those extra timetables, booklets, etc., you no longer desire to keep, and let your friends have a chance at 'em at the Annual Chapter Auction, Friday evening, November 17, 1972. Remember, dinner at 6 p.m., and the meeting at 7:45.

