

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

APRIL, 1973

PRESIDENT: R. L. Eastwood, Jr., P. O. Box 41, Huntingdon Valley, PA 19006
1ST VICE-PRESIDENT: Frank G. Tatnall, Jr., P. O. Box 289, Plymouth Meeting, PA 19462
2ND VICE-PRESIDENT: Carl F. Landeck, 315 Harbison Rd., Wayne, PA 19087
SECRETARY-CONTRIBUTING EDITOR: Paul Kutta, 1359 Green Hill Ave., West Chester, PA 19380
TREASURER: Earle P. Finkbiner, P. O. Box 65, Lumberton, NJ 08048
EXCHANGE EDITOR: William P. MacIver, Jr., 200 E. Willow Grove Ave., Philadelphia, PA 19118 (PLEASE SEND ALL EXCHANGE COPIES TO THIS ADDRESS)
PUBLICATION SALES: Harvey Seligsohn, 1220 Fanshawe St., Philadelphia, PA 19111

OUR APRIL MEETING: Will be held on the second Friday night of the month, due to the fact that Friday, Apr. 20 is Good Friday. MEETING NIGHT IS FRIDAY, APRIL 13, 1973. Our program will feature AMTRAK night, which will be a slide participation program by YOU, the members. Select some interesting (and perhaps unusual) slides which you've taken since AMTRAK took over (or perhaps some "last-run" scenes immediately before May 1, 1971), and let Frank Tatnall know via the enclosed coupon exactly how many slides you're going to bring. Please do keep the number relatively small, so that we are not the entire night!!! The date again is Friday evening, April 13, 1973, and dinner (optional) is at 6 p.m., with our meeting at 8 p.m. The location is the Engineers' Club, 1317 Spruce Street, Philadelphia. Come out to our meeting, and BRING A FRIEND along so he may become interested in the NRHS. APRIL 13 IS THE DATE!

CINDERS DEADLINE: The deadline for the May issue of CINDERS will be as follows: "In Transit" items for George Baumann must be in his hands by Thursday, April 19. All material for publication must be in either Larry Eastwood or Paul Kutta's hands by Monday, April 23. Please keep these dates in mind.

CHAPTER POST CARD ISSUED: Each member of the Chapter will receive two post cards with this issue of CINDERS. We feel that P&WCT center-door car #73 was a logical choice for the post card. The retail price of the card will be 2 for 15¢, but effective at once, the price for this card as well as the card of RDG FP7A's 902-903 to CHAPTER MEMBERS ONLY will be 5¢ each. Both cards will be available for sale at the April meeting - See Publication Sales Chairman Harvey Seligsohn for your supply. We are desirous of continuing the program of publishing post cards, and would appreciate receiving suggestions for #3.

A MEMBER RETIRES: We think special mention is necessary of the retirement from the Penn Central's Communications and Signal Department of long-time Chapter member Charles J. Bustard. He will retire as of April 30, 1973, with 47 years of service on the former Pennsylvania Railroad and now the Penn Central. That's a record to be proud of and we salute Charlie and wish him a lot of railfanning on his retirement.

(MORE CHAPTER NEWS ON PAGE 7)

"ON THE SCENE"

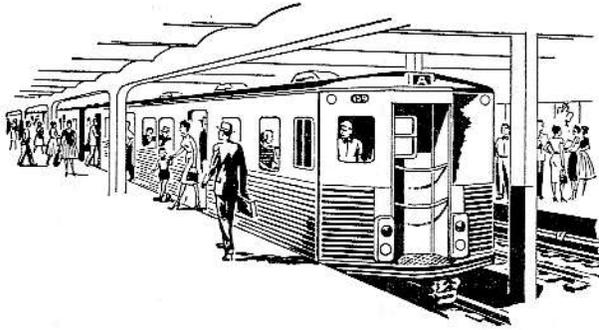


with El Simon

.....AMTRAK has purchased many of the cars it had formerly leased from various railroads, and some 154 cars have been added since April, 1972. Any member who'd like a list of such cars should contact me and I'll send a list. In addition, 117 cars remain under lease - these are mostly PC cars and there's no option to buy these cars. Also, 131 PC cars are, in theory, assigned to "Clocker" service, and are not leased to Amtrak pending the outcome of litigation over these trains. Finally, 41 SOUTHERN PACIFIC cars were purchased for limited service or salvage and will not receive Amtrak numbers.....the latest group of AMTRAK purchases includes 12 former ROCK ISLAND sleepers, 4 former MILWAUKEE full domes, 2 ex-NEW YORK CENTRAL round-end observation-parlors, and ex-NYC sleeper-observation "Wingate Brook". These were the cars deemed salvagable from a large group of cars purchased from the owner of the Astro-World (that is, all but the dome cars). SOUTHERN PACIFIC's five dome-lounge cars also have been sold to Amtrak.....Roughly 70% of all coaches used on long-distance trains in our area have been refurbished, with various numbers of other types of cars as well. The number of cars refurbished Nationwide has passed 600.....SOUTHERN PACIFIC Trainmaster 3027 is the first to be out of service on a long-term basis, and is partially stripped.....READING trailer 788 was recently outshopped after a repainting and is the first of the 780-799 series to get this much-needed work. Sister 789, wreck-damaged, will apparently be repaired, and after all these years, it looks like the fleet will still remain intact.....

.....Reading Blue-Bird 9119 is sporting a Taylor truck on the one end, and a Commonwealth truck under the motor end.....READING Blue-Bird 9130 tangled with a tractor-trailer at Link-Belt on Friday, March 23; damage to the MU car appeared to not be serious, but catenary wire was torn down, and buses used to shuttle passengers between Lansdale and Doylestown.....READING had made their normal emergency preparedness plans for SEPTA strike which did not materialize;. West Trenton Branch trains 537 and 554 were to receive RAILROAD PASSENGER CARS ex-B&O coaches 3508, 3505, 3503, 3509, 3501, 3506, 3504, and 3507. Train 554 carried these cars on Tuesday evening, March 20, and Train 537 on Wednesday morning, March 21. Alco RS3's 465 and 463 provided the motive power.....AMTRAK is ordering 15 electric locomotives from General Electric at a cost of \$19.8 million (That's a cool \$1.32 million per locomotive) for delivery in the summer of 1974, with completion of delivery by the end of 1974.....PENN CENTRAL's MU fleet still stands at about 275 active cars. Only about four cars were retired over the past year, although some of the cars are getting a bit senile in their old age.....PENN CENTRAL GP38-2's 8040-8153 are arriving on the property. Baldwins are still visible in the Philadelphia area with the eastern "outpost" being at Tacony on the main line.....

.....President NIXON's administration has recommended that the AMTRAK system be continued beyond July 1 with a few reductions in service. In our area, only the National Limited to Kansas City would be discontinued. But, it is important to remember that any train-off petitions must be approved by the Interstate Commerce Commission and that could take several months at least. It's conceivable that the ICC could refuse to permit any of the discontinuances.....In mid-March, AMTRAK numbers were being placed on GG1's regardless of whether they had been repainted yet(See Page 5). 900-series numbers are the final choice, it seems, for the electrics, with the 30 units to be 900-929.....(CONTINUED ON PAGE 4)



"In Transit"

edited by George Baumann

The Officers of the Philadelphia Chapter have selected George Baumann as Editor of "TRANSIT NOTES". George will serve as the central agency for forwarding items of interest about transit and street railway operations. News and other transit items should be in George's hands at least two days before the scheduled monthly meeting of the Chapter. George, himself a SEPTA operator, is well versed on transit operations, and will be able to supply CINDERS with up-to-date information on local happenings, which we desire to provide. We thank George for volunteering his services and hope you'll enjoy TRANSIT NOTES each issue. News should be sent to George at 4228 Lawndale Street, Philadelphia, PA 19124.

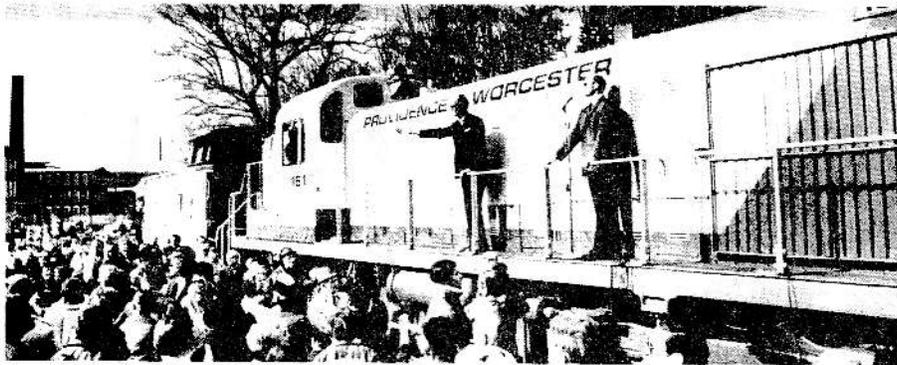
.....SEPTA put two refurbished cars into service recently. An air-electric car is in a red, white and blue scheme, while an all-electric is in yellow with a purple belt. The latter car is the finest rebuilt PCC seen in some time, Toronto included.

.....Work continues slowly on RED ARROW Division interurban car 16, which was burned out over a year ago. Plans are to restore the car to service as time permits.

.....Meanwhile, the NEW ORLEANS PUBLIC SERVICE fleet of cars are the last standard type city cars in service. 35 cars were modernized several years ago, but Ken Paton mentioned that one of these cars (937) hasn't been seen on any of his trips and may not be in service. The schedule calls for 25 cars in the rush hour, and one line is operated - St. Charles.....STATEN ISLAND RAPID TRANSIT has three trains of R44's in weekday service, but more are arriving at the rate of about one train per week. Even numbered cars are cab cars, while odd numbered units have no controls. Three car trains are operated and the new cars are numbered in the 400 series.....

.....NYCTA now has 250 of the 300 R44's on order and they are mostly used on Routes D, E, and F. Many older IND cars which were on the E and F have gone to the CC, where they are retiring the very oldest IND cars. Except for the Museum cars, all IND cars below 900 are to be retired.....TORONTO TRANSPORTATION COMMISSION has decided to retire eight sweepers built by Russell in 1920 for Eastern Massachusetts Street Railway, and later used on Third Avenue Railway in New York. Hopefully, the cars can be sold to museums and none actually scrapped. Other sweepers will continue in service in Toronto.....BART had received over 115 cars by early January. Of eight prototype cars(101-108), only 107 will remain in service. A cars are in the 100 series, while B cars are 500's. All are being built by Rohr at Chula Vista, California.....TORONTO was scheduled to open its northward extension of the Yonge Street line at the end of March, and streetcar routings are being mentioned as a means of taking some of the downtown load off this line. With recent deliveries, Toronto now has more active subway cars than PCC's.....BOEING's Vertol Division in nearby Morton, PA, is the apparent winner of the contract to build America's first new streetcars in over 20 years.....A well-travelled friend of El Simon's recently showed some films of Portugal's summer-only SINTRA-ATLANTICO streetcar line. It is nothing less than a rolling museum of Brill open-bench cars dating from the

(CONTINUED ON PAGE 5)



P&W: New England's newest

Ceremonies at Woonsocket, R.I., on Feb. 3, marked the dedication of the new rail operation of the Providence & Worcester Co. This 55-mile shortline, which has taken over from bankrupt Penn Central actual operation of facilities in Rhode Island and Massachusetts that were leased to a predecessor of the New Haven in 1888, has also proposed acquisition of a 23-mile Boston & Maine branchline to give it a mainline B&M connection at Gardner, Mass. President Robert H. Eder expects P&W to be profitable from the start with annual revenues of about \$5 million.

Two days after the dedication, P&W signed with the United Transportation Union an agreement eliminating operating craft distinctions such as engineer and brakeman; allowing a three-man crew on freight trains; and ending the 100-mile limit. These, and other changes, were given in exchange for a guaranteed annual wage of \$16,640 for P&W's 20 operating employees. In addition,

there will be up to \$3,500 annually in profit sharing, payable in cash or P&W stock.

Overtime has been eliminated, along with arbitraries. All employees will work approximately the same number of hours monthly, irrespective of seniority. Another provision of the five-year contract calls for union representation on the P&W board. Charles Luna, UTU president emeritus, was elected a director. A UTU spokesman has indicated that this shortline agreement does not have implications for trunk lines. However, Eder has noted that the contract, by eliminating archaic work rules through its money offer, could be of significance for other railroads.

New Haven trustees had terminated the P&W lease just prior to merger with PC in 1969 and the following four years saw numerous court and ICC actions, although the Commission forced PC to continue to operate over P&W tracks. P&W owners found unacceptable the PC

proposal to continue in effect the terms of the former lease and applied to ICC in 1970 for independent operation. In September 1972, P&W notified Judge John P. Fullam of PC's reorganization court that it planned to repossess its property and operate the trackage itself.

P&W has acquired five Alco road switchers and five cabooses from the Delaware & Hudson; all were repainted in D&H shops prior to delivery. P&W has now ordered two 2000-hp M420 road units from Canada's MLW Industries and has an option on an additional three. It is expected that the present units will be turned in as the new MLW power is delivered (see p. 45).

Connecting lines have indicated that they will assure a supply of cars and the P&W has made arrangements to lease up to \$1 million in rolling stock.

Operations are to be centered at Valley Falls, R.I., with road trains running west from there to Worcester, and possibly Gardner. Locals will operate in the opposite direction to Pawtucket and Providence. Already P&W management is talking of runthrough service with B&M to the D&H connection at Mechanicville, N.Y., offering substantially faster service than was ever before possible. Gordon H. Fay has been named vice president and general manager of P&W. Dwight A. Smith is traffic manager. Headquarters is at East Providence, R.I.

President Eder has indicated that traffic which will generate revenue to assure a profit already exists on P&W tracks. With its new service, it is expected that the former PC branchline will attract additional customers, further enhancing its viability.

The above article reprinted from RAILWAY AGE.

(NOTE - For serious motive power enthusiasts, the Providence and Worcester's five ex-D&H Alco RS's are ex-D&H 4071, 4075, 4078, 4083, and 4110. Whether or not they carry the corresponding 161-165 numbers in that order, we are not certain. There are to be two complete round trips per day, with one round trip Saturdays. The trains will work out of Worcester, according to "Steel Wheels", the Boston Chapter's newsletter, with switchers handling the East Providence and Slatersville branches. There will be joint operation with the Penn Central and the Providence Terminal Co. in the Pawtucket-Providence area, and via Red Bridge to East Providence.

"ON THE SCENE", (Continued from Page 2)

.....AMTRAK's "Texas Chief" now carries a sleeper-observation on the rear instead of an 11 double-bedroom sleeper. Four cars assigned are the former California Zephyr cars which were on the North Coast Hiawatha.....Four METROLINERS remain out of service and at least one additional car (MetroClub 885) is out of service since it was rammed by a work train. 44 cars (out of 61) are required to operate a weekday service.....UNION PACIFIC dome coaches purchased by AUTO-TRAIN have been noted at Jacksonville, still in yellow.....AMTRAK has introduced Northeast regional menus on the National Limited. An expanded selection includes such items as Yankee Pot Roast, Baked Schad, and even Rock Cornish Hen.....EL SIMON.

GE delivers dual-voltage cars for New Haven commuters

LAATEST of New York's commuter lines to receive new rolling stock since the Metropolitan Transportation Authority assumed overall control of public transport in the area is the former New Haven line along the northern shore of Long Island Sound. General Electric is producing 144 cars to the order of MTA and the Connecticut Department of Transportation at its new \$14 million car shops in Erie, Pennsylvania.

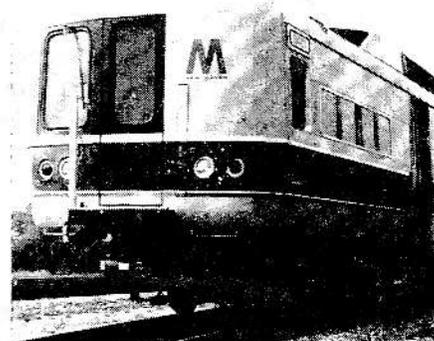
MTA has adopted a common external design and internal layout for new commuter trains on all lines into New York under its control. First to be delivered were the *Metropolitans* (RG May 2, 1969) of which an initial batch of 620 cars was built for the Long Island Rail Road in 1969-70. By the time the order was completed, General Electric had assumed the role of main contractor for electric multiple-unit stock, and GE secured a contract for 128 cars similar to the *Metropolitans* for use on the former New York

RIGHT and BELOW: *Dual-system cars supplied by General Electric for MTA's New Haven commuter service*

Central's Harlem and Hudson divisions. These work into Grand Central terminal, but draw power from a 650 V dc third-rail as on the Long Island system.

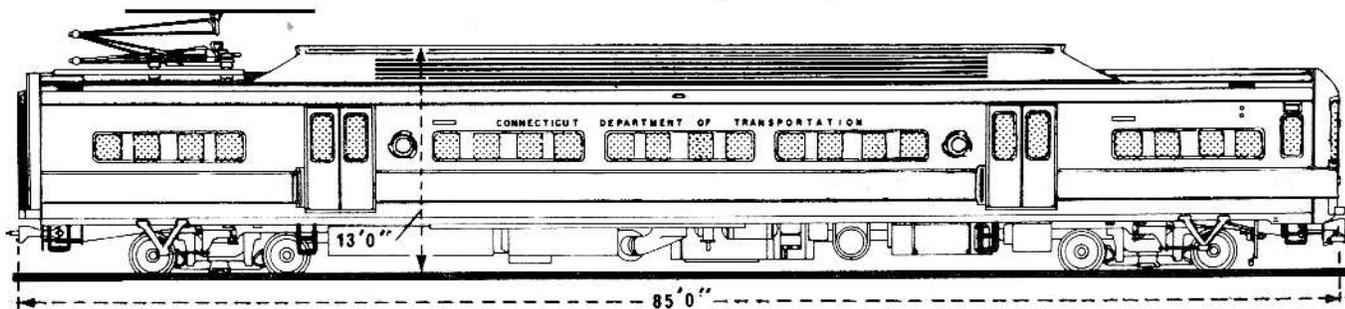
The former New Haven lines, however, are electrified on the 11 kV 25 Hz system, and it is necessary for dual-system stock to be used if trains are to be worked into Grand Central. After some delay in acquiring control of the New Haven lines due to the fact that two states are involved, MTA placed contracts for 144 dual-system cars and delivery has now commenced. They are the first cars to emerge from GE's new plant at Erie.

Because of their ability to draw power



from two sources they are known as *Cosmopolitans*, but in most respects they are identical to the *Metropolitans*. Each 85-ft car is capable of independent operation from a cab at one end, though they are normally operated in two-car sets. The crush load is 250 of which 118 are seated.

Maximum speed is 100 mile/h, though this will not be attained until



Reprinted from RAILWAY GAZETTE INTERNATIONAL, January, 1973

TRANSIT NOTES (Continued from Page 3)

turn of the century. Trailers have goose-neck hand-brake handles and the operator on the second car must crank furiously as the cars go up and down a hilly route.... .the nearby city system in LISBON has also some turn-of-the-century Brill cars in service.....Serious students would do well to get Earl Clark's 1971 "Directory of World Electric Lines", especially when planning a foreign trip.....Only three properties in North America are large enough to still require more than one carhouse: Philadelphia, of course, has four; Boston has two (Arborway and Reservoir, plus a detached affair at Mattapan), and Toronto has three (Roncesvalles, Russell, plus one other). Boston's Reservoir Carhouse is probably the largest in the United States in terms of assigned cars, with our Luzerne Depot second.

(Assembled by EL SIMON..George Baumann in May.)

D&H PA's to Head Exhibit Train



More information on the Delaware and Hudson Railway's Sesqui-centennial celebration has filtered down our way, and we're happy to pass along in this issue of CINDERS the tentative schedule for the special exhibit train, which will consist of the following: Two Alco PA's, a flat car, two baggage cars, a box car, a caboose, and a lounge car. Our Mohawk and Hudson Chapter in Albany, N. Y., is repairing the baggage cars for the train as a Chapter project, & we are publishing the exhibition dates below in the hopes that you will want to take time out and go see the special train. The baggage cars will contain memorabilia of the railroad's history, plus a slide show. The flat car will carry a full-scale replica of the STOURBRIDGE LION, first engine introduced into America on the D&H in 1829. The release states that the train will be powered by one of the PA locomotives, but we have also been led to believe both units would be used. The schedule for the train is as follows:

Mon., 4/23/73, and Tue., 4/24/73	- Colonie Yards, Watervliet, NY
Wed., 4/25/73	- Saratoga Springs, NY
Thu., 4/26/73	- Glens Falls, NY
Sat., 4/28/73, and Sun., 4/29/73	- Windsor Station, Montreal, Que., Can.
Mon., 4/30/73	- Plattsburgh, NY
Tue., 5/1/73	- Whitehall, NY
Wed., 5/2/73	- Rutland, VT
Thu., 5/3/73	- Oneonta, NY
Sat., 5/5/73	- Binghamton, NY
Mon., 5/7/73	- Wilkes-Barre, PA
Tue., 5/8/73	- Scranton, PA
Wed., 5/9/73	- Carbondale, PA
Fri., 5/11/73	- Altamont, NY

The above schedule was a tentative schedule published as of March 6, 1973, sent kindness of Mr. Carl B. Sterzing, Jr., President and Chief Executive Officer of the D&H. We thank him for taking time to share it with us.

PC-Amtrak GG-1 Renumbering

The following is the renumbering chart for those Penn Central GG1's which Amtrak is purchasing:

AMTRAK NUMBER	FORMER PC #	AMTRAK NUMBER	FORMER PC #	AMTRAK NUMBER	FORMER PC #
900	4892	910	4910	920	4925
901	4897	911	4911	921	4926
902	4899	912	4912	922	4928
903	4900	913	4913	923	4929
904	4901	914	4914	924	4931
905	4902	915	4916	925	4932
906	4903	916	4918	926	4933
907	4906	917	4919	927	4934
908	4907	918	4920	928	4937
909	4908	919	4924	929	4938

PHILADELPHIA CHAPTER NEWS (Continued from Page 1)

CHAPTER ANNUAL ELECTIONS: The annual election of officers of the Philadelphia Chapter will take place at the April General Meeting on Friday evening, April 13, 1973. The following individuals have been nominated for election as Chapter Officers for the year 1973:

PRESIDENT: R. L. Eastwood, Jr.
1ST V.P.: F. G. Tatnall, Jr.
2ND V.P.: Paul Kutta
SECRETARY: Not selected by Nominating Committee
TREASURER: Earle P. Finkbiner
DIRECTOR: James F. Dillon

Other nominations, to include the position of secretary will be accepted from the floor at the April meeting. The ballot will then be cast by a majority of the members present, as provided in our Chapter By-Laws.

SHAMOKIN EXCURSION: Ticket sales for the Shamokin excursion are progressing well. As of March 29, a total of 114 tickets had been sold, which is good, considering that the excursion is 5 weeks away. However, we must not let up, if we expect to sell out the trip. Your part in distributing flyers and the word of the trip to friends is a necessity for another successful outing. The proceeds from the excursion are used to help perform other Chapter projects such as issuing post cards, etc. Shamokin is Sunday May 6, 1973. Be on board yourself - and bring a friend out, too. If you missed the 1972 trip, this will be your chance to repeat. Persons who can offer transportation to Reading, for other members, as well as those who need transportation, are asked to contact the Chapter Ticket Agent, Rich Gladulich. Rich's home address is 208 W. Cuthbert Road, Westmont, NJ 08108. Drop him a post card if you can offer transportation or if you need transportation to Reading, and we will try and assist you.

AMERICAN LIBRARY OF TRANSPORTATION: As many of you are aware, our National organization is actively involved in the setting up of an American Library of Transportation, to enable the Society to accept collections of material and negatives, etc., which may be available for disposition by builders, carriers, and individuals. The Alco collection is just a start. Earle Finkbiner, our Treasurer, is Chairman of the Library Fund Committee, which is raising funds from the Chapters to get the Library Fund started so that the initial groundwork for this worthwhile project may be laid. Your Chapter is going to donate \$150.00 to this fund as an initial donation to the Fund. It is pleasing to see the Society become involved in this project, because there is a definite necessity to see that, particularly in the case of builder's negatives and company negative files, that these type collections are preserved intact and whole as a centralized reference source for future generations of rail enthusiasts. Our National organization will keep us posted on progress of the Library project as events arise which are of interest to all of us.

STREETCAR EXCURSION: The Boy Scouts of America, Troop #285, of St. James Kingsessing Episcopal Church, of which our former President Joseph Rafferty is Scoutmaster, is sponsoring an excursion on SEPTA's Red Arrow Division on Sunday, May 20, 1973, using car #82. The excursion will leave 69th Street Terminal at 12 Noon, and the cost is \$6.50, and the trip will include the usual photo stops, etc. A flyer is enclosed with most issues of CINDERS, but there are not enough to go all around-.....if you do not get one, and wish to go, you may call Joe any evening at Area Code 215 - SA-7-1026. This trip is being run for a worthy cause, and for those who wish to renew their acquaintance with Red Arrow, here's another excursion.

Odds & Ends....

by Paul Kutta

.....The "other" excursion on the READING from Reading to Shamokin, PA, scheduled for Sunday, April 8, has been cancelled.....COOK'S CONTINENTAL TIMETABLE, March issue, is a special big Centenary Edition. Copy costs \$3.00 surface mail, or \$6.25 by airmail. Write: Thomas Cook & Son, Ltd., Publicity Dept., 45 Berkeley St., London W1A 1EB, England. For those not familiar with this publication, it's sort of the "Official Guide" of railways of Europe, Near East and North Africa.....NJ DOT has filed an application for \$94 million with UMTA for rehabilitation of Erie Lackawanna electric suburban service including acquisition of 200 new cars and a ten-mile extension of electrification to Netcong, NJ.....BOEING VERTOL has been low bidder for construction of 150 light rail cars (trolleys/trams) for MASSACHUSETTS BAY TRANSPORTATION AUTHORITY and 80 cars for SAN FRANCISCO MUNI. First cars are supposed to be delivered about November, 1974 and will be built here in Philadelphia..... A final \$7.4 million grant from UMTA will allow the ILLINOIS CENTRAL GULF to phase out its last old (1926) electric suburban cars. These will be replaced by 15 bi-levels of same design as those in wreck of 10/30/72 in Chicago, and contract will be held up pending completion of investigation of that wreck.....A new run-through freight service Portland, ME to Potomac Yard is being operated by B&M-D&H-LV-RDG-B&O. LV and D&H are pooling power and cabooses with D&H power laying over in the LV's Bethlehem Engine Terminal (Former CNJ terminal).....SEABOARD COAST LINE has ordered 50 new locomotives. GE will supply 25 1800 h.p. U-18 units, and EMD will supply 25 2000 h.p. GP38-2 units. Total delivery expected by 5/73.....PROVIDENCE & WORCESTER (See article on page 4) has ordered two 2000 h.p. M420 road freight units from Montreal Locomotive Works.....MARYLAND & PENNSYLVANIA RAILROAD is now owned by Emmons

THEY'LL DO IT EVERY TIME



Industries, Ltd., and "is going to succeed", according to Herman Lazarus, President and General Mgr. of the railroad. The most obvious sign of change is the appearance of 300 refurbished freight cars bearing MA&PA insignia..... AMTRAK's Montreal trains are exceeding expectations & the present passenger count for both trains shows an average of 200 patrons per day. AMTRAK has now put on station agents at Brattleboro, Waterbury, Essex Jct., and St. Albans, VT..... PAT & B&O are looking into possibility of push-pull trains for Pittsburgh Commuter service to replace RDC's.

FOR SALE: 1941 Locomotive Cyclopedia, (reprint version by Kalmbach, 1972), in like new condition, only \$35.00. Arrangements can be made to deliver book at next Chapter meet'g. Contact Paul Kutta, 1359 Green Hill Ave., West Chester, PA 19380. Telephone Area Code 215-436-5171 evenings, or 215-594-3118 during business hours.