

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

MAY-JUNE, 1973

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OUR JUNE MEETING: Plans for a program for the June meeting are indefinite at this time, due to the fact that, Richard T. Lane, Jr., who had been programmed to present PRSL movies, will be unable to be with us in June. But, come out and attend this last meeting of the regular season, on Friday evening, June 15, 1973, with dinner at 6 p.m., in the dining room, and the meeting at 8 p.m., in the Conference Room, all at the Engineers' Club, 1317 Spruce St., downtown Philadelphia. Come out, bring a friend, and close out a very successful season with us. JUNE 15 IS THE DATE!

THIS ISSUE OF CINDERS: Is a combined issue, due to the fact that we were unable to issue an issue in May, due to the Shamokin trip and other demands on your officers. Our next issue will be published in September, as we resume our meeting season once again. The deadline for that issue of CINDERS will be September 1. All items for publication should be in the hands of Paul Kutta or Larry Eastwood prior to 9/1. Our September meeting will be Friday, September 21. Mark the date on your calendar. Our annual dinner trip is July 20, notice enclosed.

CHAPTER ANNUAL ELECTIONS: At our April, 1973 General Membership meeting, the following members were elected to serve the Chapter for the 1973-74 year:

PRESIDENT: R. L. Eastwood, Jr.
1ST V.P.: F. G. Tatnall, Jr.
2ND V.P.: Paul Kutta
SECRETARY: George V. Arnoux
TREASURER: Earle P. Finkbiner
DIRECTOR: James F. Dillon

Those officers who were incumbent are appreciative of the support you have given the Chapter in the past year, and ask you to consider the needs of the Chapter in the coming year. Volunteer to help in the tasks which face us, so that we might all thoroughly enjoy this hobby, and spread the NRHS movement to other rail enthusiasts, as well. We are each an NRHS ambassador, and should remember this.

(CHAPTER NEWS Continued on page 2)

PHILADELPHIA CHAPTER NEWS (Continued from Page 1)

INCORPORATION PROCEEDINGS: Attorney Richard S. Clover has our application for incorporation in hand, and will be forwarding same through the necessary legal channels and it is conceivable that by September, we will be incorporated as a Non-profit educational organization.

SHAMOKIN EXCURSION SELLS OUT SECOND YEAR IN A ROW: Our excursion to Shamokin sold out for the second year in a row, and we were forced to turn away more than 75 people who wanted to go. The trip resulted in a profit for the Chapter treasury, and all those who assisted in making the trip a success should be proud. If any Chapter members have extra slides of the trip along the route, your President would like to secure a few for his personal collection.

DINNER TRIP: Our 1973 dinner trip will take place on Friday, July 20, 1973, and will feature a visit to Media, Pa., and dining at the Town House Restaurant there. We will ride the E1 and SEPTA-Red Arrow's Media trolley going, and ride the Penn Central returning home. The complete flyer is enclosed with this issue of CINDERS.

NEW HOPE AND IVYLAND WEEKEND: Also enclosed is a flyer from the New Hope Chapter giving full details on their Railfan's Weekend in October. Further information will be provided at the June meeting, if needed.

CHANGE OF ADDRESS:

COLLINS, John F., Jr., Apartment F-1, 426 S. Springfield Ave., Clifton Heights, PA 19018. PLEASE CHANGE YOUR MEMBERSHIP LISTING ACCORDINGLY.

1973 MEMBERSHIP LISTING: An up-to-date membership listing will be published with the September issue of CINDERS. Please advise Larry Eastwood with any address change information before August 15.

William H. Mink

May 13, 1973

"ON THE SCENE"



with El Simon

(This column represents a combination of El Simon's reports for May, and June, 1973.)
The new AMTRAK schedules in our area leave the "clockers" pretty much the same, except that the parlor cars will be dropped from all trains except 202 and 219. Commuters who desire this extra service can still use the Washington trains' parlor cars, of course.....Additional weekend service has been introduced between New York and Washington. The Champion now is a through train to Boston, replacing a conventional train north of Washington. The Carolina Special will only operate one round trip per week, starting June 15 (down Friday evening and back Monday morning).
Nationally, the summer schedule will take effect on June 10 and consists will be lengthened on most trains. The San Francisco Zephyr will operate daily and so will the Starlight during the peak summer season. The Chief will not run, but other trains seem to have longer consists programmed this summer than last. Certain trains will have sleepers reserved for tour parties (and designated like 40T2 as a result).....The West Virginian (or whatever it was called at the end!!) was dropped on May 5, and replaced by an experimental Washington-Cumberland service. Saturday-Sunday-Holiday service leaves Washington 11:00 a.m., arrives Cumberland 2:02; eastbound leaves Cumberland 4:25 p.m., arrives Washington 7:30 p.m.....
 Other trains recommended for dropping by the U.S. DOT show no signs of quitting. The National Limited, for example, will carry a second through sleeper to Los Angeles during the summer.....In equipment news, more PENN CENTRAL coaches purchased by AMTRAK are being funneled through shops for the Amtrak "beauty treatment". It looks like Pullman-Standard is doing most of the PC coaches as Beech Grove is well booked with other cars. The total of refurbished Amtrak cars is nearing 700 and the program will continue through the summer. (Presumably, they will concentrate on cars which are not suitable for service right now to keep the active fleet as large as possible).....Evidently, the five cars damaged in the March Broadway Limited derailment will be written off, although the observation (3251) is at Beech Grove right now.....PENN CENTRAL baggage cars are supposed to be used on Amtrak trains only in emergencies. Well - on April 20, PC old-type baggage 7542 ran from Washington to Chicago on the Broadway Limited. Must have been some emergency!!!.....SOUTHERN used heavyweight coaches on through service to New York during the Easter holidays. Fifteen coaches (1032-1046) remain in active status for peak periods.....During the PATH strike, PC has been using the ten JERSEY CENTRAL coaches #270-279 to Philadelphia (actually on trains 3818 and the 6:09 p.m. train from New York). Each is a Trenton train and the equipment deadheads to Philadelphia. MU's thus released were used to form three five-car shuttle trains between Newark and Penn Station (using Jersey Arrows) to carry CNJ passengers.....
Meanwhile, JERSEY CENTRAL has 21 GN coaches in service on three "Long Branch" trains. The CNJ cars on this line will be all streamlined by the time the remaining 14 GN cars are delivered.....April 17 saw the introduction of PENN CENTRAL's new Cosmopolitans as two four-car trains entered service. This marked the end of the NEW HAVEN's 1930-vintage MU's as the last train was discontinued. The few NEW HAVEN MU's which had been given PC 300 series numbers have been given their old numbers back. This will permit Philadelphia's new MU's to be numbered 270-399 as presently reported. North Jersey also has 70 cars on order, and they could use 135-199 and possible 240-244 for their cars.....PENN CENTRAL has five of the original six Pioneer III MU cars in service at this time. Cars are 294-298, with 299 being the car out of service. (CONTINUED ON PAGE 4)

"ON THE SCENE" (Continued from Page 3)

.....The thirty GG1's purchased by AMTRAK all had received numbers 900-929 by April 15, although only four have been repainted to date. PENN CENTRAL diesel units sold to Amtrak are also receiving Amtrak numbers now.....JERSEY CENTRAL now has two observations in service. Classic open-platform 1178 runs to Raritan (leaves Newark at 5:55 p.m.-properly pointed)...and, ex-FLORIDA EAST COAST "St. Lucie Sound" is now "Jersey Coast Club" to Bay Head (properly pointed in the morning. It's a postwar Budd product.....America's last Railway Post Office line (on PENN CENTRAL mail trains 3 and 4), uses RPO's 6536, 46, 95, and 97 with 6599 in reserve. On April 16, a freshly-painted RPO, #6523, was sent up from Penn Coach Yard for service on these trains.....Over 140 AMTRAK cars were refurbished between January and March, 1973, and the rate of production exceeds two cars every working day.....AMTRAK announced another schedule change effective June 10. The East Wind will be running out of Philadelphia instead of New York. This will provide a 5:45 a.m. train from 30th Street - earliest in many years (actually, the old Manhattan Limited ran on a similar schedule before May 1, 1971).....The JERSEY CENTRAL fleet of active green coaches stood at less than 20 in mid-May, and those were slated to be retired before the hottest part of the summer.....AMTRAK continues to outshop renovated cars at the rate of two cars every working day. No real surprises in our area - just more of the same. Especially evident lately have been ex-SCL coaches and the Florida trains are virtually all re-equipped with AMTRAK cars now.....The Reading order of 14 new MU's will be coming in about six months. They will precede 200 similar cars from General Electric for Penn Central.....For the record, only four GG1's have been repainted in AMTRAK colors to date.....905, 909, 924, and 926.....We all are well aware of READING's FP7's (900 has been repainted), but two of PENN CENTRAL's FP7's made a rare visit to Camden on 5/20/73. Units were 4349 and 4367 and were leading two other units. PC F unit visits to this area are very unusual.....AMTRAK issued a new car list in April, and it seems they have purchased 22 more cars since January. One is a former WEST POINT ROUTE diner, but the rest of the "new" cars seem to be sleepers.....Leased cars in the AMTRAK fleet increased by a net figure of 29 and I believe these are virtually all NORTHERN PACIFIC baggage cars.....LONG ISLAND's East End service will operate about as it did last summer. On Thursdays and Fridays, an all-parlor train leaves Jamaica at 4:34 p.m., and on Sundays, it leaves Montauk at 8:00 p.m.....LONG ISLAND got some bad press when a 1927-vintage ping-pong coach virtually fell apart and derailed at Woodside on May 21 and injured 38 people. Complaints were raised over its age, but we hardy PC commuters often ride cars sixty years old to work.....DELAWARE AND HUDSON has renamed its lounge car "Castle Gate" to "Champlain". This car accompanied the exhibit train pulled by the Alco PA's around the system in April and May.....The San Francisco Zephyr will have a dome every day, but the SP full-length domes will apparently alternate with low-profile, ex-B&O sleeper-domes. Three of each will be assigned.....D&H PA 17 will be returned to the railroad, thus seeing the entire fleet of 4 PA's back together again.....TORONTO TRANSIT COMMISSION has reportedly sold a sweeper to TRANSPORT OF NEW JERSEY for use in the Newark Subway.....PAT's first rebuilt 1600-series streetcar (in green and white) is #1782, formerly #1632.....Four sets of Cosmopolitans are now running out of Grand Central Terminal, and they work one train as far east as Norwalk, CT.....ex-BURLINGTON dome parlor-observation 9321-"Silver Tower" is the "Disco Club" car, and 9320 will be outshopped as its twin.....Rumor has a new paint scheme for SOUTHERN PACIFIC - red and white, supposedly to first appear on SD45T-2's 9301-9337 for parent SP and 9157-9165 for subsidiary COTTON BELT.

Have a good summer, and we'll have a column of goodies in September.....EL SIMON

(The following article on the Delaware and Hudson's Sesquicentennial is reprinted from the April 30, 1973 issue of Railway Age, minus the photographic illustration which appeared in the RA article, due to our inability to reproduce the illustrations in a quality which would make it worthwhile.) (The map is reprinted from the New York Times, Sunday, April 1, 1973.)

Delaware & Hudson: Alive and lively after 150 years

By FRED N. HOUSER,
Mechanical Editor

Three boy scouts reported to their scoutmaster that their good deed for the day had been helping an old lady across the street. "It took three of you to get her to the other side?" asked the incredulous leader. "Yes," replied one of the boys. "You see, she didn't want to cross that street."

The grand dame of all American transportation companies could soon be in for much the same sort of unsolicited solicitude as she celebrates her 150th birthday. Solvent and still fully capable of plotting her own course, the 718-mile Delaware & Hudson might soon be the victim of treatments being concocted by a host of doctors, some self-appointed, who are seeking cures for a widespread sickness in Northeast railroading.

● **Today, an island of solvency.** Not that D&H, which had \$41.8 million in revenues last year, does not also have some of the generalized Northeastern symptoms. Short hauls, high taxes, intense superhighway competition, loss of coal traffic following new environmental restrictions, and major changes in traffic patterns in the wake of the Penn Central merger have all taken their toll. Even 1972's tropical storm Agnes has had a profound effect.

Up until now, however, D&H has been reasonably successful in confronting these problems. It netted just over \$1 million in 1972. Being an island of solvency in a sea of bankruptcy certainly hasn't been easy. Whether it can survive the medicine now being formulated by the Federal Railroad Administration, Interstate Commerce Commission, Congress, Penn Central trustees and others involved with the D&H's half-dozen bankrupt neighbors (and connections) is the question confronting D&H's youthful president, C. Bruce Sterzing, Jr. He summarizes the situation: "D&H is better off today than it was last year. We have the capital and capability to operate indefinitely without being a burden on the taxpayer." As it has generated something in

excess of \$40 million in each of the past several years, D&H has a consistently positive cash flow which has met steadily rising costs and which services the conservative \$32-million debt, about half of which is equipment obligations.

● **Tomorrow?** The question right now: Is there really a tomorrow for today's 150-year-old Delaware & Hudson? Much of that tomorrow might not be of D&H's doing. Recently Sterzing, concerned about the possible early demise of the Lehigh Valley, wired legislators and governors:

"We are...concerned with the threat to the other smaller eastern rail carriers such as Delaware & Hudson if the recent petition by the Lehigh Valley trustees to shut down is approved. Such a shutdown would have a disastrous domino effect on D&H and other roads which connect with LV and are dependent upon it for the continued interchange of traffic in competition with Penn Central.

"D&H does not ask for government aid. At this time D&H continues as a solvent, taxpaying (rather than tax consuming) company. As a percentage of revenues, D&H pays more taxes each year than any major railroad. However, the continued solvency of D&H, the stability of its employees' jobs and the continuity of its customer service is intertwined with the continued operation of our neighbor railroads, most of which are unfortunately in bankruptcy—Boston & Maine, Erie Lackawanna, Lehigh Valley, Reading, and Jersey Central. All of these smaller roads have far better prospects for successful reorganization as corporate entities than Penn Central, and together these smaller roads form through routes to and from all parts of the nation.

"With government aid of far less magnitude than would be required to prop up Penn Central once more, these smaller roads could be restored to viability provided PC is reconstituted into two or more smaller systems which would restore competitive balance to the East and restore the complementary route system which existed previously..."

● **In the thick.** Not that D&H has until now been insulated from the remainder of Northeast railroading. It is the surviving wholly-owned subsidiary of Norfolk & Western's ICC-imposed, five-year-old participation in rationalization of the region's rail problems. In 1968 both D&H and Erie Lackawanna came under NW control through Dereco, a holding company intended primarily to isolate the new owner's resources from EL's unwieldy debt structure. For four years, until Agnes-generated floods swept the Erie into bankruptcy in June 1972, NW steadily increased the coordination of the two properties. Even today D&H relies on EL's Cleveland-based IBM 360 computer system, having only data terminals in its Albany, N.Y., headquarters and at other points along the mainline which stretches from Montreal to Wilkes-Barre, Pa.

It was when NW wrote off its \$57.7 million investment in Erie and D&H was suddenly back on its own that Sterzing, an alumnus of NW's legal department, moved into the president's chair at the historic Plaza headquarters building in Albany. Things were far from rosy. D&H revenues had dropped from \$46.1 million in 1970 to \$44.7 million in 1971 and were destined to be down by almost \$3 million more at the end of 1972.

D&H had taken its lumps in that period. In the late summer of 1970 Niagara Mohawk had converted its Albany electric generating station from bituminous coal to fuel oil, costing D&H three unit trains weekly and \$2 million in annual revenues. A year later Republic Steel closed its iron ore mine at Port Henry, N.Y., costing D&H over \$1 million in yearly traffic. A lengthy strike at National Lead's ilmenite (titanium ore) mine on a D&H branchline in the Adirondacks resulted in a permanent substantial drop in traffic volume. Paper, which is the biggest single slice of D&H traffic, was in the doldrums throughout 1970 and 1971, but did start to make a recovery in 1972. It is going great in 1973.

(Continued on Page 6)

(CONTINUED FROM PAGE 5)

● The real key. Originated or terminated traffic, however, is not the real key to D&H survival. More than 60% of D&H freight is overhead and extremely vulnerable to diversion. Sterzing notes that service quality is so crucial that D&H has an assistant vice president, service, who devotes all his attention to coordinating interline through services. The road participates in a series of runthrough operations with its major connections—Erie Lackawanna and Lehigh Valley. In addition to runthroughs for western traffic, D&H and LV are cooperating with Baltimore & Ohio, Reading and Boston & Maine in a through service that, since January, shaves a full 24 hours off previous schedules between Potomac Yard, Va., and Portland, Me. (RA, Feb. 26, p. 19). A brand new 1,000-foot track connection was built between D&H and LV at Dupont, Pa., to make this possible.

Dependence on bridge traffic makes necessary an extra big sales force; the compact D&H has 15 off-line offices, including one in San Francisco which was reopened only last January. Sterzing notes that it is vital that close contact be maintained with many shippers who have absolutely no operations or customers in D&H territory, but who route via D&H because of the speed and reliability which it strives so hard to achieve.

● Making do. Austerity was the word all over D&H as revenues were bottoming out last year. Employment in 1972 was down more than 20% from 1969; in the wake of wage increases employment costs were down hardly at all. Fortunately there was a heritage of good maintenance in the superb transportation plant that had been fashioned by President Leonor F. Loree in the Teens and Twenties to move anthracite coal with maximum efficiency and which had been tailored to D&H's new role as a bridge carrier during the Thirties and after World War II.

"Concentrated effort did pay off," says Sterzing now, looking back on the darkest days of 1972. October represented a considerable turnaround and January 1973 was the first January since 1969 when D&H had a net. It turned out that 1973's first-quarter net of over \$300,000 was the first black figure for that period since 1970.

Through the bleakest months of 1972, D&H instituted a series of service improvements to hold the business that might go elsewhere. "We even attracted some new traffic," says Sterzing proudly. The compact road's service is readily controlled from the Albany headquarters and this is literally the case

with the pair of adjacent CTC machines which cover virtually all of the 373-mile single-track mainline from Wilkes-Barre to Rouses Point, N.Y. D&H reaches Montreal over its own 28-mile Canadian subsidiary, the Napierville Junction Railway, and then via Canadian Pacific trackage rights.

● North of the border. Canada has always been important to D&H since its rails connected with that nation 98 years ago. In addition to the dozen paper and paper products plants directly on D&H lines in upstate New York, the road has been a consistent major hauler of Canadian newsprint received from Canadian Pacific at Montreal and from Canadian National at Rouses Point. In 1972, D&H handled 277,547 carloads of freight, of which 83,223 were paper products.

The importance of newsprint traffic is emphasized by the daily RW-6 (Rouses Point-Wilkes-Barre) through freight, the largest single paper-handling train on the road. "The less a railroad classifies newsprint, the better," observes Sterzing, adding that RW-6 on its 17-hour schedule over the length of the line is handled with virtually no switching. When it comes to careful handling, he adds, D&H finds no disadvantage in having only medium-sized flat switching yards in which to do its classification. It does, however, interchange the largest single segment of all its traffic to and from the Boston & Maine through the B&M-operated hump yard at Mechanicville, N.Y., near Albany. Of 783,322 loads and empties interchanged by D&H last year, 229,351 of them were with B&M.

Maine is another major source of newsprint traffic and this, of course, normally is delivered by B&M. There are about twice as many loads turned over to B&M by D&H as move in the opposite direction. "We are really a New England railroad and so consider ourselves," explains Sterzing, noting that this is the case despite the fact that D&H itself operates only a few miles of line in southwestern Vermont.

"B&M is the heart of New England railroading," he continues. "If it goes, that area will have lost strategic routes. B&M has more promise than most Northeastern railroads in bankruptcy." Sterzing has been a consistent champion of a restructuring of the Northeast which would preserve rail competition, viewing with unease Penn Central proposals such as those in B&M's reorganization hearings that the B&M mainline in western Massachusetts be abandoned in favor of PC's competitive, hillier Boston & Albany.

Sterzing notes that ICC's Administrative Law Judge von Rinteln subsequently stated that "there is reason to believe that in the absence of competitive services between the Hudson River gateways and the Boston-Worcester area, the traffic presently moving over these lines would diminish due to shipper efforts to find other competitive services.

"Shippers very much prefer intra-modal rail competition," von Rinteln continued, "because competitive railroads tend to provide better service and because they tend to be less arbitrary in rate making, particularly where they are hauling traffic which does not lend itself to truck transportation. Shippers instinctively react to avoid making themselves entirely dependent on a single carrier. In northern New England their probable response to a Penn Central line-haul monopoly of the Hudson River gateways would be to divert additional traffic to the Canadian railroads—and, of course, to look for still more new ways of economically diverting rail traffic to trucks."

● D&H position. "Our position is naturally motivated by our desire to stay in business," Sterzing recently told Federal Railroad Administrator John W. Ingram. "The Penn Central trustees' task, of course, is to reorganize PC, rather than rail transportation generally. But PC is so large that the trustees' proposals are, in fact, proposals for the future of rail transportation in our territory. Since the proposals necessarily have such scope, they are off target in that they take into account the problems of PC, but not the problems of railroads other than PC, or of the public which must depend on those railroads."

D&H certainly has not thrown in the towel, nor has it pulled back to await some inevitable denouement that might not be of its own making. This year's track improvement program is budgeted to include installation of 8 miles of welded rail and 78,000 new crossties. It is planned to lease 150 new 50-foot, wide-door cushioned box cars for paper traffic; bids for them are currently being appraised.

The locomotive overhaul program is proceeding with emphasis on repainting whenever possible. D&H rates the appearance of its rolling stock and plant generally as very important in high morale. Sterzing notes that while 1972 was not the brightest of years, D&H apparently had the best safety record of any U.S. Class I railroad, and credits this to the interest of employees in their work.

(Continued on Page 7)

(Continued from Page 6)

While the car shop at Oneonta, N.Y., was virtually closed down last year, there is a program there now for upgrading 40-foot box cars. This is financed by incentive per diem and is returning to service cars which aid in reducing D&H's per diem payouts.

● **Anthracite days.** Time was when the big hopper car fleet, major component of the biggest single anthracite coal hauling system in northeastern Pennsylvania, made for a major per diem debit position. A quarter century ago, anthracite revenues were still over 20% of D&H gross and bituminous coal accounted for nearly 20% more. During the 1950s bituminous coal moved into top position as the use of anthracite plummeted. It was not until environmental restrictions cut into bituminous coal usage for power generation that this segment of traffic virtually disappeared, and that in just the past few years. Anthracite now accounts for just over 2% of D&H revenues. During this period, D&H's hopper car fleet has been steadily reduced.

All this is a far cry from April 23, 1823, when the Delaware & Hudson Canal Company was chartered by the State of New York to build a transportation system for the movement of Pennsylvania anthracite primarily to the New York City area. Originating in the Susquehanna watershed at Carbondale, Pa., the projected 100,000 tons of coal annually would be moved across the Delaware River basin and finally into the Hudson River near Kingston, N.Y. The 16 miles from Carbondale to Honesdale, Pa. (on a Delaware tributary), involved surmounting the 950-foot ridge of the Moosic Mountains and exceeded the canal technology of that period (and of all subsequent periods, it turned out).

It was for this section that in 1826 Chief Engineer John B. Jervis proposed a railroad composed of a series of inclined planes separated by nearly level stretches where gravity would move the loads and horses could return the empties up slight grades. As the 108-mile canal with its 108 locks neared completion in 1828, Jervis dispatched his assistant Horatio Allen to Britain to get four steam locomotives for the segments that had initially been proposed for horse power, as well as securing the ½-inch strap iron for the running surfaces of the 6- x 12-inch wood "rails" of the entire line which were secured in ties spaced on 10-foot centers.

Allen ordered from George Stephenson the locomotive "America" patterned after Stephenson's "Rocket," the world's first really successful steam locomotive, and from a builder in Stourbridge three locomotives—the "Lion," the "Delaware" and the "Hudson." It was the "Stourbridge Lion" which was first ready for service at Honesdale and which Allen himself (and alone) operated over three miles of the newly completed wooden railroad on Aug. 8, 1829. While the 7-ton "Lion" performed flawlessly and became the first locomotive to operate on American rails, it clearly overstressed D&H's new track and neither it, nor its three sisters, was ever put into revenue service. Horses continued as motive power until a separate gravity line was established for return of empty cars a dozen years later. It was not until 1860 that conventional steam locomotives were to appear on extensions of the gravity railroad down into the Lackawanna valley. A full-size replica of the "Lion" built by D&H in 1933, is now touring the line as an exhibit of the road's sesquicentennial display train.

D&H was destined for other motive power innovations. In 1906 it acquired General Electric's first gas-electric passenger car for service between Schenectady and Saratoga Springs. During the 1920s and 1930s, President L.F. Loree pushed the development of a series of high-pressure double-expansion and triple-expansion compound steam locomotives for more efficient handling of tonnage coal trains (a program in which Railway Age's late mechanical editor, Charles L. Combes, and his retired associate, Norman E. Gillespie, both participated). These complex machines showed thermal efficiencies never before (or since) achieved with steam. Ultimately, however, the cost of maintaining boilers, piping and machinery exceeded the savings in fuel. By the end of the 1930s the four experimental locomotives had been retired in favor of conventional steam which cost more to fuel, but less over-all to operate.

It was at the end of the Loree era that D&H management faced up to the fact that anthracite coal was not a real growth area; the emphasis began to turn to D&H's new role as a bridge line. This involved acquisition of high-horsepower steam. Later, D&H was to become the first U.S. major road to dieselize exclusively with Alco road switchers, eschewing the streamlined road freight and passenger units which were so popular 20 to 25 years ago. In this it again anticipated the trend in the railroad industry.

● **Coal's comeback.** In the face of a growing oil crisis, there are indications that anthracite's doldrums may be ending. Blue Coal (successor to Hudson Coal, which D&H long owned but sold in 1960) expects to open a brand-new \$3-million, million-tons-a-year breaker at Carbondale late this year. Another long-closed breaker at Olyphant, Pa., was put back in operation not too long ago. Metallurgical anthracite, bound for Canadian markets, is ideally suited to D&H and the coal is also finding wide usage in water purification plants. In addition to such "chemical" uses, Sterzing sees that anthracite might again become a competitive fuel.

Oil, which has made such inroads on D&H coal traffic and revenues, has itself become a source of potential traffic growth. New York State has its elaborate Barge Canal system whose major traffic is a substantial portion of the 7 million tons of oil that annually come from ocean tankers through the Port of Albany bound for midstate, upstate and Vermont destinations. When D&H first proposed to barge-owning fuel oil companies that it could establish competitive rates, offer year-around service (which the canals do not) and eliminate some storage facilities, the idea of railroad movement was unbelievable.

A major selling effort has begun to have its effect and this winter D&H and Vermont Railway have been handling fuel oil to Burlington, Vt., in 23,000-gallon tank cars. Environmentalists have been increasingly concerned about oil spills on the lakes and waterways of the region, a possibility which rail haulage virtually eliminates.

● **TOFC/COFC, too.** Piggyback has been an established feature of D&H railroading for a decade, or more. Among its seven daily through freights in each direction are PB99 and PB-100 operated between Chicago and Boston in cooperation with EL and B&M. There is now minibridge container service from Boston to the West and D&H is taking a long, hard look at TOFC/COFC in the New York-Montreal corridor.

Motor carrier rates in this area are high and with the growth of ocean container services there is an increasing movement of boxes in both directions. Container ships find it economical to dock at only one port and to then minibridge to either New York or Montreal, depending on where the ship tied up. D&H is looking at this traffic, as well as more conventional piggyback as it installs a new ramp at Lacolle, Que., on the Napierville Junction.

(Continued on Page 8)

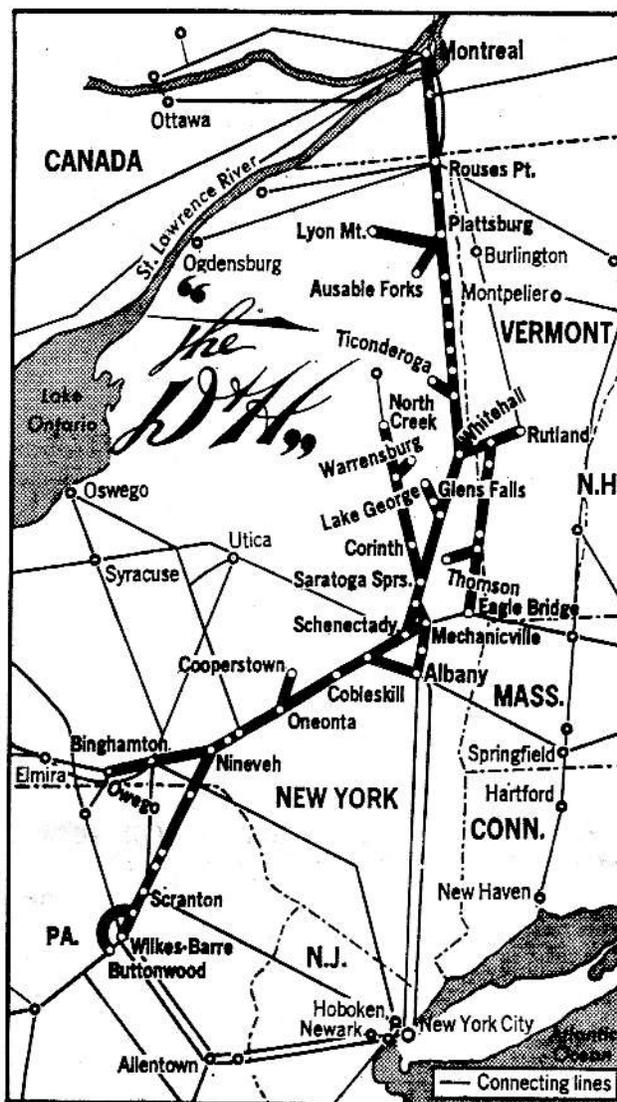
● **Number One.** While looking at these growth areas, D&H never loses sight of paper which, in itself, is a growing thing. The 83,000 carloads which were moved in 1972 accounted for 28.2% of D&H's tonnage and 36.7% of its revenues. In addition to all that Canadian and Maine newsprint, D&H has on line such paper producers as International Paper at Crown Point, Scott at Glens Falls, Patrician and Finch-Fruyn at Fort Edward, Diamond National and Georgia Pacific at Plattsburgh, and Hudson Pulp & Paper, Standard Packaging, and Stevens & Thompson on its subsidiary 17-mile Greenwich & Johnsonville.

D&H has 117 locomotives and 5,300 freight cars—half of which are box cars and 85% of these are used for paper loading. Sterzing points out that not only is D&H dependent on its paper traffic, but that this major activity "is equally dependent on D&H to successfully market its products."

● **Other traffic.** Albany's Chamber of Commerce frequently points out that the city is within a 250-mile radius of fully 20% of the U.S. population, as well as the largest city in Canada. In suburban Albany is Voorheesville Industrial Park, a former military installation, which has had a growing role in regional distribution—primarily rail in, truck out. Three years ago, at the urging of VIP management, D&H expended \$300,000 to extend its service into the Park then served only by Penn Central.

"The developers determined that without competitive rail service, they could not sell their space and services to the shipping public," explains Sterzing. "The facility is now fully utilized and D&H enjoyed 6,231 carloads to this facility in 1972." D&H itself has a very active industrial development program.

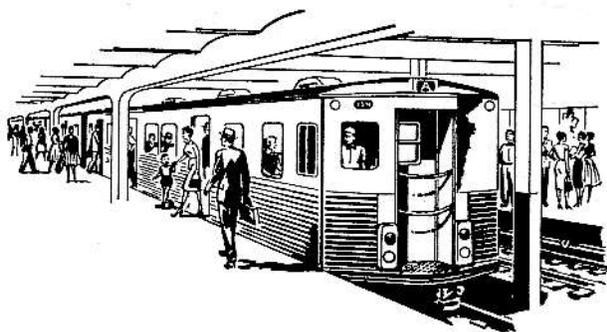
Is Voorheesville a miniature of what viable railroad service in the Northeast must be? Yes, says Bruce Sterzing. "The railroad industry in the Northeast can only thrive under private operation in a competitive atmosphere. If shippers do not retain a choice of rail routes, they will nevertheless have a choice of transportation services and they will use that choice by diverting still more traffic to the highways. And shippers who must use rail service will not locate new plants—or, perhaps, even retain existing plants—in a section of the country which has only one rail system." ■



The New York Times/April 1, 1973



1823 1973



"In Transit"

edited by George Baumann

.....STATE OF THE ART subway cars, which Boeing Vertol has built four samples for trial runs in various cities in the U.S., will be tested in Philadelphia sometime this Fall. Your Chapter has requested a trip with these cars at the time they are in this area.....SEPTA might possibly have new trackless trolleys one of these months. Specifications are being drawn up for 120 trolley coaches. It appears as if our new coaches would be handled the same way Toronto's are - several old coaches would be overhauled, and installed with the new bodies.....Red Arrow Division Flexible bus #311, involved in a collision with a trolley in Darby, will be repaired, after being in the shop for nearly a year - why the trouble?? Because the bus was just brand new when the accident occurred.....NEW YORK MTA is having headaches with its new R44 cars. Several have been in minor derailments, the latest being #342. Others are having bolts sheared where the coupling is mounted to the drawbar. This is due to improper railroad handling. Rapid transit cars are never to be pushed, only pulled while in the hands of shipping railroads; and, it appears these instructions are not being followed.....BROAD STREET SUBWAY extension to Veterans Stadium has been opened and has worked marvelously well. No problems have been encountered, and the extension has relieved traffic jams in the Stadium area. The Press on the new extension has been excellent.....SEPTA lost another Market-Frankford car on March 28 - car 640 was damaged beyond repair in a fire on Number 9 speedway in the 69th Street yards. Car 610 was heat damaged rather badly, but will be repaired. In addition, cars 831 and 832 were smoked and scorched, plus about 5 more cars with cracked windows. Evidence points to deliberate arson, maybe even a molotov cocktail.GMC bus 4104 caught fire on the Expressway on March 29, 1973, resulting in one less bus on the streets of Philadelphia.

Movie Review

written by LAWRENCE C. STEINGARTEN

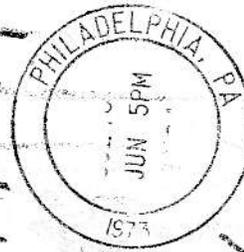
LOST TANGO IN PARIS, starring Marlon Brando with Maria Schneider.

This highly-touted new release playing at reserved seat performances opens with an excellent view of the Paris Metro between Passy and Quai de Grenelle, where Line 6 spans the Seine on the western portion of its route. There are a number of very good sequences of trains and elevated structure (mostly of Line 6, which has more than half of the system's elevated trackage), including several good interior shots of Bir-Hakeim station. While there are some trick shots of trains reflected in windows and passing very closely in front of the camera, the film has no views of either underground portions of the Metro or its unique signals. Coverage of the SNCF is rather poor, being limited to a few interior pictures of what appears to be Austerlitz Station, with the trains unfortunately obscured by many people, as is all too often the case with "feature" motion pictures. For those with more esoteric and worldly tastes, who are interested in such things, there are also some scenes showing Paris buses, but these are rather poorly executed. All in all, this picture is too long & too expensive to be of much interest to the serious cinema-goer. LCS.



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The News-Item, Shamokin, Pa., Mon., May 7, 1973

Excursionist misses train, but catches it at Hamburg

SHAMOKIN — "Step on it, driver, I've gotta catch my train to Shamokin!"

Ten or more years ago there would be nothing unusual about a traveler giving such instructions to a taxi driver. But yesterday, with passenger trains almost a forgotten memory in this area, the true story is a bit unusual.

A New Jersey member of the Philadelphia Chapter of the National Railway Historical Society had a ticket in his pocket for the special King Coal Sunday excursion train from Reading to Shamokin. To save time he hopped into his private plane in New Jersey early yesterday morning, heading for Reading. All went well. He arrived at the Reading airport with, he thought, plenty of time to catch the excursion train at the Franklin Street station. He called a taxi.

The taxi driver or dispatcher just couldn't believe that any sane (or sober) person would want to catch a train to Shamokin on a Sunday morning.

He took his good old time getting to the airport for his passenger. Time for the excursion train's departure for Shamokin had come — and passed. The conductor called the traditional "all aboard," and the excursion was on its way.

The frustrated and angry New Jersey man finally convinced the taxi driver of his sanity (and sobriety) and ordered him to "follow that train!"

The mad chase began at Franklin Street station where it was painfully obvious that the excursion couldn't wait for one fan. However, obliging Reading Company officials phoned ahead to Hamburg. After a fast run on Route 61, the taxi, the excursioner and the train were reunited — with only a 10-minute delay! The size of the taxi driver's tip — if any — was not revealed.

So, the second annual excursion train for members of the National Railway Historical Society, arrived in Shamokin just three minutes after noon.

On hand to welcome Larry and Mrs. Eastwood, president of the Philadelphia Chapter, were City Councilmen Gerald Splane and Leon Misco. David Wilson, executive secretary of the Greater Shamokin Area Chamber of Commerce, and George Jones, president of the Shamokin and Trevorton Bus Company, were also on hand to welcome the 277 passengers on the excursion train.

Most visitors had purchased tickets for the Glen Burn mine tour, riding shuttle buses from the former Reading Company station to the mine. Others strolled about town, many taking pictures of the Glen Burn burning culm bank.

Councilman Misco arranged for the Liberty St. comfort station to be open for the convenience of the city's visitors. The special train departed for Reading at 3:30. City police were also on hand to render any needed assistance.

For the sake of the sanity and well-being of the individual concerned, we shall refrain from revealing his identity. However, he IS a Philadelphia Chapter member!