

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

JULY, 1974

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: John R. Pawson, 1712 Alba Road, Willow Grove, PA 19090
SECRETARY: George V. Arnoux, 2208 Murray Street, Philadelphia, PA 19115
TREASURER: Earle P. Finkbiner, 115 Cherry Street, Wellsboro, PA 16901
DIRECTOR: Albert J. Pfeiffer, Jr., 220 Lorna Dr., Hatboro, PA 19040
EXCHANGE EDITOR: William P. MacIver, Jr., 200 E. Willow Grove Ave., Philadelphia, PA 19118 (PLEASE SEND ALL EXCHANGE COPIES TO THIS ADDRESS)
MEMBERSHIP DIRECTOR: Samuel L. James, 509 Brookview Lane, Havertown, PA 19083
PUBLICATION SALES: Harvey Seligsohn, 1220 Fanshawe St., Philadelphia, PA 19111

SHORT EXTRA ISSUE TO BRING DINNER TRIP NOTICE: This little extra summer issue of CINDERS comes mainly to bring you your dinner trip notice. Our 1974 Dinner Trip will be to Sellersville, PA, on the Reading's Bethlehem Branch, on Friday, July 19. Capacity is strictly limited to 50 persons, so please reserve early.

DEADLINE FOR SEPTEMBER CINDERS: Deadline for material for the September issue of CINDERS will be August 31. All material must be in your President's hands by that date to be included. Our September meeting will be held Friday evening, September 20, 1974. The 1974-75 meeting schedule will be published in September CINDERS.

MEMBERSHIP LISTING DELAYED AGAIN: The membership listing will be issued with the September issue of CINDERS, and will be printed during the month of August. Sorry for the delay, but continuing business has forced postponement a couple of times.

BARNESVILLE EXCURSION A SELL-OUT - FOURTH IN A ROW!! The Barnesville Excursion, dubbed the "Tuscarora Special" was sold out as of June 17, marking the fourth sell-out in a row for a Chapter mainline railroad excursion. Chapter members are to be congratulated for their support of the excursion, and for their assistance in publicizing same.

ATLANTIC CENTRAL STEAM COMPANY TO REPEAT OUR BARNESVILLE TRIP: The Atlantic Central Steam Company, of Norristown, the group restoring the Canadian Pacific Royal Hudson on the Northampton and Bath property, has scheduled a repeat of our Barnesville trip on Sunday, July 14, and we hope they are as successful as we were. For flyer and other pertinent information, write: Atlantic Central Steam Company, 607 Baldwin Avenue, Norristown, PA 19403. You may call evenings: 215-279-1122. Ask for Bob Spanagel. We'd like to do everything we can to assist Atlantic Central in raising some badly needed funds to assist in the restoration of their beautiful locomotive. PLEASE HELP SPREAD THE WORD AROUND IN YOUR COMMUNITY.

PATCO ROSTER ATTACHED: Attached to this issue of CINDERS is a roster of equipment supplied by Chapter member William Vigrass, Superintendent of Equipment at PATCO. We thank Bill for supplying this material for us to pass along. Bill also hopes that our long awaited trip with motor 404 may be able to be operated late in July or early August.

PHILADELPHIA CHAPTER NEWS (Continued)

SILVERLINER EXCURSION POSSIBLE IN AUGUST: The Warminster extension of the Reading is set to open on July 29, at this writing. Our request with the Reading for an excursion covering suburban MU lines still stands, and we would hope to use a pair of the new Silverliner IV's. Those from other Chapters interested in this trip should contact your President for further details as the trip progresses.

"ON THE SCENE"**with El Simon**

.....AMTRAK continues for outshop an average of just under 11 refurbished cars each week. Perhaps two-hundred owned cars and another 250 leased or "Clocker" cars remain in service under their old numbers. It would appear that less cars are being sent into the shops this summer to maximize capacity and reduce the backlog of cars in shops.....

.....Although AMTRAK has leased some cars (mostly sleepers) for this summer, only the twelve CP RAIL "Chateau" cars are to be seen in our area.....Six corridor trains (3 round trips) have diners now. Ex-PENN CENTRAL 8330 series cars are assigned. The four ex-MILWAUKEE ROAD full-length domes will be assigned to the Panama Limited when they come from the shops in September.....Currently, AMTRAK has 257 cars on order from Budd. All will look like Metroliners without cabs. 57 will arrive next spring and feature deluxe Metroliner-style interiors. The other 200 (for 1975-76 delivery) will feature seats (in some cases, buffets as well) on tracks to permit some flexibility in seating. Cars will feature electric heat and should virtually replace all coaches in the Corridor.....the four additional Turbos (French) will be based at Brighton Park (near Chicago). AMTRAK is also to buy 25 more diesels, but they well may be a new model. Rumor has it they may go to a more streamlined, shorter-range unit for the new coaches on routes like New Haven-Boston, and the Empire Service.....

READING's 14 new MU's are delivered, six of which are in service. PENN CENTRAL's cars are coming in: 270-399 for Philadelphia, and 500-569 for North Jersey.

"In Transit"**by E. Alfred Seibel**

.....MTA's LONG ISLAND timetables, issued May 19th, show many changes. 47 new weekday trains added, fewer "Change at Jamaica", faster running time, and a wholesale re-arrangement of departure times.....The Berkshire Railroad Company has just been created with plans to take over the scheduled-to-be-abandoned PC trackage between New Milford and Canaan, CT. This more than 30 mile stretch of track is slated to see freight service, steam tourist trains, and possibly a connecting commuter service to and from New York City.....AMTRAK and NEW YORK STATE will tie up to run the route of the Laurentian beginning August 1. Equipment is supposed to come partly from D&H, partly from AMTRAK, but no word on motive power.....MTA's Hudson-Harlem Division 1100 series cars, built by Pullman-Standard for the NYC in 1962 and 1964, are now being repainted in MTA colors - silver and blue with the blue below the window line. Two of the original NYC air-conditioned MU's (PC-MTA's 1000 series) also have been seen at North White Plains along with one RDC in the MTA livery.

PORT AUTHORITY TRANSIT CORPORATION
OF PENNSYLVANIA & NEW JERSEY

ROSTER OF EQUIPMENT - 1974

PATCO NUMBER

DESCRIPTION OF EQUIPMENT

Passenger cars - Total of 75 cars

101-125 Double-truck, double-end, single unit, 72 seats with two pairs of double doors, plus a single door per side, 67' 6" long, 10' 0" wide, 12' 4" high, weight approximately 78,000 lbs.

201-250 Double-truck, married pairs, 80 seats, one cab at each end of pair, two pairs of double doors per side, weight approximately 76,000 pounds. Same dimensions as single cars. Even numbered cars have air compressor (Wabco D-3) and odd numbered cars have motor-generator and battery.

Both types have: G. E. SCM4 Controller, Wabco RT5A brake system, built with G. E. 1255A1 traction motors (rated 140 hp) changed during 1973 to GE 1255A3 traction motors, G.E. CA56 gear unit, 4.79.1 gear ratio, Wabco "EL" cab signal, G.E. ATO system, normal running speed 75 mph, acceleration 3.0 mphps.

Work Cars - Total 4 motor, 4 trail

401 Work motor car with de-icer tanks and spray.

402 Work motor car, most seats removed, used largely to haul trash or material

403 Work motor car, retains passenger interior, used to provide additional tractive effort.

PATCO 401, 402, and 403 were built as Delaware River Joint Commission 1008, 1015, and 1013, respectively, January-June, 1936, became Delaware River Port Authority same numbers in 1952, operated on Philadelphia-Camden "Bridge High Speed Line", June, 1936-December 1968. Modified by PATCO Lindenwold Shop 1969-72. Dimensions same as new cars above, weight approximately 113,000 lbs. Westinghouse 555A motors (rated 105 hp), WH ABF control, normal speed, 47 mph with field tap on 600 volts, double truck, double end, only 401-02 have cab signals. Van Dorn couplers

PATCO ROSTER OF EQUIPMENT - 1974

Page 2

PATCO NUMBER

DESCRIPTION OF EQUIPMENT

Work Cars (Continued)

- 404 60 ton, Baldwin-Westinghouse Class S electric locomotive, built in June, 1937, as Niagara Junction Railway Number 9, retired June, 1970, acquired by PATCO in October, 1973, modified at Lindenwold Shop, January-April, 1974, Wh 308 FE motors (175 hp), WH HLF control, does not have MU connections, AAR couplers.
- 405 60 ton, Baldwin-Westinghouse Class D electric locomotive, built 1928 as Niagara Junction Railway Number 8, bought as a source of spare parts for 404. Not operable.

Non-powered Trail Cars

- 441 Flat car (ex-PRR A-474265), with Austin-Western diesel powered crane. One piece cast steel underframe, PRR class F30A, length 40 ft., width 10 ft., acquired by PATCO 1969, built October, 1934.
- 442 Hopper car for ballast service, ex-PRR 743240, Class H31, built at Altoona Shops, August, 1954, acquired by PATCO in 1969.
- 443 Flat car with diesel vacuum cleaner for cleaning subway, acquired 1969 from New York Shipbuilding Co., X103, Camden, N. J. (ex-NYC, built 1910).
- 444 "RB" type boxcar (insulated) for storage of shop inventory, acquired 1973 from North American Car Co., formerly URTX 26671, built 1931.

PREPARED BY:

J. W. Vigrass, Superintendent of Equipment
H. J. Dougherty, General Foreman

February, 1974