

AUG

CINDERS

PHILADELPHIA CHAPTER

National Railway Historical Society

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TRIP COMMITTEE REPORT

In connection with our recent trip to Zinn's Diner for the Chapter's annual dinner; it is difficult to say who tried harder, the Penn Central or the Chapter. Despite our best efforts to have a train make a special stop at Thorndale, and despite the PC's best efforts (a wreck) we had an enjoyable dinner. Thanks are due to the several members who contributed their time and automobiles to ferry people between Downingtown station and Zinn's.

We regret to inform you that your committee has decided to throw in the sponge on major trips, namely special trains on mainline railroads. The disappearance of the American passenger trains has forced this decision. We feel that we cannot afford to risk the Chapter's limited resources anymore, for, as the Canaan trip pointed out to us, the difference between a substantial deficit and a reasonable profit is a handful of fares. It seems that the only way to be able to operate these special trains is: 1, Own a STEAM engine: 2, have plenty of cash: 3, Have good connections in the industry: and 4, Travel with the right people in the NRHS.

We intend to continue with our program of trips which are of a trolley car nature; that is, a trip by street car, regular train, or bus with a capacity limited to about 50 people. These trips will, of course, be intended for our own members and their friends. We have a Farewell to PTC Trolley Trip planned for this fall and we are also investigating a weekend trip to Pittsburgh for October. In regard to the latter, we would travel to Pittsburgh on Saturday, have a trolley trip on PAT on Sunday and return home Sunday evening. If enough of you are interested we may be able to get an attractive group rate from the Penn Central. We are also looking into short line railroad trips. What do you say? We will continue to run these trips so long as a reasonable number of members want them.

Your Trip Committee

PASSENGER NEWS:

The following Parlor Cars on the Penn Central have been whitelined: Colonial Arms and Birch Falls. The Tubular Cars of the Penn Central (9600 to 9607) are now up at Altoona, waiting for final disposition.

Penn Central has discontinued trains No. 548 and 549 between Baltimore and Harrisburg.

Louisville & Nashville will soon discontinue Trains No. 5 & 6, "The Humming Bird" between Cincinnati and New Orleans.

Southern Pacific will soon drop the Sunset Limited Trains 1 & 2 between New Orleans and Los Angeles.

Southern Pacific has been told to continue running Trains 11 and 12 "Cascades" between Portland, Oregon and Oakland, for at least Four months.

Southern Railway has discontinued Trains No. 41 and 42, "Pelican" between York, Ala. and New Orleans.

STEAM NEWS:

The following steam engines in service at Ft. Eustis, Va. all GI 2-8-0's.

606 and 612 in service.

611 awaiting repairs, leaking badly.

607 in shop has received new boiler.

New diesels are due soon.

U & T, No. 20, 2-6-0 Mogul Type Baldwin Steam Locomotive and tender has been transferred from Arcadia, California, to the Strasburg Railroad in Strasburg, Pa.

The Former NKP Locomotive #759 is now at Conneaut Shop of the N&W for minor inspections, to make the locomotive ready for a fan trip to be run by the High Iron Company between New York and Niagara Falls this coming October.

MONORAIL NEWS:

Hugh Hefner brand new Playboy Club, located in Lake Geneva, Wisconsin, plans to build and operate a monorail at this resort. The Monorail will operate from Club and Hotel area to the Ski area. When completed it will be the largest and only privately operated monorail in the United States.

TRANSIT NEWS:

To celebrate the opening of their new 57th Street Station the MCTA decided to hold a underground picnic. The invited guests dined on Cold Box Lunches and Champagne at tables set up in gleaming new station platforms and

TRANSIT NEWS - (Continued)

aboard two subway trains. The new station, four years in building, is a marked contrast to the drabness of most stations of the MCTA. It gleams with stainless steel, terrazzo and bright fluorescent lighting.

A newly appointed official of the Port Authority Transit labeled Pat plans to remove all streetcar service in the South Hills area. "An Economic Crime." This charge comes from the former President of the Pittsburgh Railways. The former President of Pittsburgh Railways quoted from a study done for the Authority that maintenance was being "deferred" on all streetcar and rail right of way as well as certain bridges. The Present General Manager of PAT told the former President that only necessary maintenance was being performed, due to PAT's plans to eliminate all streetcars in the near future. The former President held that eliminating Shannon-Drake-Library Trolley Lines impaired rather than aided PAT and was a waste of money.

RAILWAY NEWS:

On July 1st, The Chicago & Great Western was merged into the Chicago and North Western. The New Name is the Chicago & North Western.

The "SHPX" reporting marks that have appeared for years on ACF's Car Leasing Fleet won't be around anymore. ACF to get better corporate IDENTIFICATION is now affixing a new reporting mark "ACFX" on all new cars entering the leasing fleet.

The Cleveland Union Terminal Shops of the Penn Central had now been closed with the elimination of the New York to Cleveland Sleeper on Trains 63 and 64. This car now runs from New York to Buffalo.

PRESERVATION OF THE RIO GRANDE NARROW GAUGE:

A committee, formed in New Mexico and with the support of the Governor of New Mexico, is attempting to save the ALAMOSA-DURANGO line of the Rio Grande from abandonment. The railroad had indicated a desire to sell the line (including the Silverton Branch) equipment and rolling stock to any proper authority for \$1.00 and will train personnel and offer shop facilities at cost. The Citizens' Committee for Preservation of the Denver & Rio Grande Narrow Gauge Railway is attempting to get enough signatures on petitions that the National Park Service will take over the line and operate all 270 miles of it as a national monument, with actual operations being handled by a concessionaire.

TRACTION TERMINAL

More than a decade has passed since the trolley cars stopped running to Willow Grove, and it is interesting to note that the face of the PTC streetcar "system" has changed little since then. It is unlikely, however, that this situation will continue much longer, with public ownership on the horizon, and an aging fleet of cars on the street.

Currently there are 464 PTC cars on the property, of which just over 400 are active. The remaining cars, being excess, are stored. About 330 cars are required to fill rush-hour schedules.

The information presented below is a car-by-car survey of the Philadelphia PTC fleet, during the period from September 1967 to July 1968. Cars are listed by depot as "act" (active) or "std" (stored). Most cars remained in the one category or the other for the entire period; some exceptions to this are noted. Depots are coded as follows:

CAL = Callowhill (Rts. 10, 15)
GTN = Germantown (Rt. 23)
LUZ = Luzerne (Rts. 6, 47, 50, 53, 56, 60)
WLD = Woodland (Rts. 11, 13, 34, 36, 62)

Cars scrapped during 1967 and 1968 have been listed with the month of scrapping. Cars of existing types scrapped prior to 1967 are listed simply as "scrapped".

The information which follows was compiled by observation, and is not official PTC information. Changes made after July 1968 are not included.

2031-2033	WLD, Act	2091-2105	CAL, act
2034	WLD, Act; Note A	2106	scrapped
2035-2046	WLD, Act	2107-2111	CAL, act
2047	WLD, Std	2112	scrapped
2048-2052	WLD, Act	2113-2115	CAL, act
2053	scrapped 9/67	2116-2138	LUZ, act
2054-2059	WLD, act	2139	scrapped
2060	WLD, std	2140-2143	LUZ, act
2061-2080	WLD, act	2144	LUZ, std; damaged
2081	WLD, std	2145	LUZ, act
2082	WLD, act	2146	scrapped
2083	scrapped 9/67	2147-2150	LUZ, act
2084-2089	WLD, act	2151	scrapped
2090	WLD, std	2152-2168	LUZ, act
		2169	LUZ, act; Note B
		2170-2191	LUZ, act
		2192,2193	scrapped
		2194-2200	LUZ, act

2251, 2252	LUZ, act	2546, 2547	LUZ, act
2253	LUZ, std	2548, 2549	LUZ, std
2254, 2255	LUZ, act	2550-2554	LUZ, act
2256	LUZ, std	2555-2557	LUZ, std
2257	scrapped	2558	LUZ, act
2258-2261	LUZ, act	2559	LUZ, std
2262	LUZ, std	2560	GTN, std; Note C
2263, 2264	LUZ, act	2561	LUZ, std
2265	LUZ, std	2562-2565	LUZ, act
2266, 2267	LUZ, act	2566, 2567	LUZ, std
2268	LUZ, std	2568, 2569	LUZ, act
2269, 2270	LUZ, act	2570	LUZ, std
2271	LUZ, std	2571	LUZ, act
2272-2277	LUZ, act	2572	LUZ, std
2278	LUZ, std	2573, 2574	LUZ, act
2279-2281	LUZ, act	2575, 2576	LUZ, std
2282	LUZ, std	2577, 2578	LUZ, act
2283-2285	LUZ, act	2579	scrapped
2286	scrapped	2580	LUZ, std
2287-2288	LUZ, act	2581-2583	LUZ, act
2289	scrapped	2584	LUZ, std
2290	LUZ, act	2585-2587	LUZ, act
2501, 2502	WLD, act	2588	WLD, act
2503	WLD, std	2589	scrapped
2504, 2505	WLD, act	2590-2593	WLD, act
2506	scrapped 12/67	2594	scrapped
2507-2514	WLD, act	2595-2602	WLD, act
2515	scrapped 11/67	2603	scrapped
2516, 2517	LUZ, std	2604-2626	WLD, act
2518	scrapped 12/67	2627	WLD, std
2519, 2520	LUZ, act	2628-2637	WLD, act
2521, 2522	GTN, std; Note C	2638	WLD, std
2523	LUZ, std	2639-2641	WLD, act
2524	scrapped	2642	WLD, std
2525	LUZ, std	2643	WLD, act
2526-2528	LUZ, act	2644	WLD, std
2529-2530	LUZ, std	2645	scrapped
2531	LUZ, act	2646, 2647	CAL, act
2532	LUZ, std	2648	CAL, std
2533-2535	LUZ, act	2649-2651	CAL, act
2536	LUZ, std	2652	CAL, std
2537	LUZ, act	2653, 2654	CAL, act
2538	LUZ, std	2655	scrapped 3/68
2539, 2540	LUZ, act	2656-2662	CAL, act
2541	LUZ, std	2663	scrapped 10/67
2542	GTN, std; Note C	2664	CAL, std
2543, 2544	LUZ, act	2665-2670	CAL, act
2545	LUZ, std	2671, 2672	CAL, std
		2673-2679	CAL, act
		2680	scrapped 11/67

2701	LUZ, act	2739-2756	GTN, act
2702,2703	CAL, act	2757	scrapped
2704	LUZ, act	2758	GTN, act
2705-2707	CAL, act	2759	LUZ, act
2708-2710	LUZ, act	2760-2762	GTN, act
2711	CAL, act	2763	LUZ, act
2712	CAL, act; Note D	2764-2766	GTN, act
2713	LUZ, act	2767	scrapped; Note E
2714-2716	CAL, act; Note D	2768-2770	GTN, act
2717	CAL, act	2771	LUZ, act
2718	LUZ, act	2772-2776	GTN, act
2719	CAL, act; Note D	2777	LUZ, act
2720,2721	LUZ, act	2778-2781	GTN, act
2722	CAL, act; Note D	2782	GTN, act; Note E
2723-2727	LUZ, act	2783-2793	GTN, act
2728-2737	GTN, act	2794	LUZ, act
2738	LUZ, act	2795-2800	GTN, act

Note A: 2034 damaged in accident 12/67; not used since.

Note B: 2169 damaged in accident 2/68; not used since.

Note C: 2521, 2522, 2542, 2560 were never used on Rt. 23.
They were formerly Luzerne cars and have been stored at Germantown since 1966.

Note D: 2712, 2714-2716, 2719, 2722 were removed from storage, rehabilitated, and assigned to Callowhill between 2/68 and 7/68. Other cars of this type at Callowhill had been active prior to this year.

Note E: 2767 damaged in accident 2/68, and scrapped 4/68.
Replaced by 2782, which had previously been stored.

MUSEUM NOTES:

Once again, the Chapter is asking for volunteers, to help "TROLLEY VALHALLA" located in Tansboro, New Jersey, become a reality. Maybe, some of our members cannot give money, but we can volunteer, our service for at least one Saturday. Remember, this is not a Chapter Project, but a Goodwill Project. Sign up at the September Meeting, for the Goodwill Project. More details available at the September meeting.

Contributors for this issue of Cinders are:

Rodger W. Fredrick, Mark S. Bennett, William C. Wagner, William P. Mac Iver, Kenneth Paton, David Winfield, The Trainmaster of the Pacific Northwest Chapter and the Lake Shore Timetable of the Lake Shore Chapter.

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