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A RIDE ON THE NORTHERN CENTRAL

by

J. Rocky

This ride took place in the Summer of 1963. My ride was to be on the "Buffalo Day Express" PRR #571, from Harrisburg to Buffalo on the Northern Central Division of the Pennsylvania Railroad. On that particular day, this train carried a few headend cars, 4195 and 4006. As I boarded this train at Harrisburg, the train crew saw that I was carrying a camera, and told me to take pictures anywhere this train stopped at, which I did. This crew worked the train from Harrisburg to Renova, where another crew took over for the run to Buffalo. This train travels over a route that's slow but goes through the most scenic part of the State of Pennsylvania that I have ever seen. The men that worked this particular train were the most congenial bunch of rail men that I have ever met and probably will ever meet again. This train the "Buffalo Day Express" no longer runs and the men that worked this train probably no longer work. Yet, the men who worked this route worked on a railroad that was all their little own.

PASSENGER TRAINS DISCONTUANCE

The Southern Pacific has asked the ICC for authority to discontinue the City of San Francisco between Odgen and Oakland.

The Santa Fe has Dropped Trains #9 and 12, "Kansas City Chief" and "Chicagoan" between Chicago and Kansas City. They have also dropped Trains #47 and 48, "Oil Flyer" between Kansas City and Tulsa. Effective May 14th Trains #19 and 20, "Chief" and #23 and 24, "Grand Canyon" between Chicago and Los Angeles will be dropped. Santa Fe states that they will remain in the passenger business for a long time to come.

The following Trains on the Penn Central are up for discontuance:

#3 "PENN TEXAS - New York to St. Louis.

#30 "Spirit of St. Louis" - St. Louis to New York.

- #33 "Juanita" - Philadelphia to Pittsburgh.
- #24 "Juanita" - Pittsburgh to Philadelphia.
- #53 "Fort Pitt" - Pittsburgh to Chicago.
- #50 "Admiral" - Chicago to New York.

RAIL PASSENGER NEWS:

The C&O/B&O announced, as one of the boldest efforts of any U. S. Transportation Company, to modernize passenger pricing. Under a proposed new "BLUE & YELLOW FARE SYSTEM", the railroad will reduce some fares and increase others, depending upon the category of service, the day of travel. The highest fares, whether in coach or pullman will be no higher than base one-way charges of any other railroads in the East.

A. All fares to be rounded to the nearest 25 cents.

B. Penalty for cash fares on all trains will be dropped.

Gotta give the C&O/B&O a lot of credit. They're still trying to get passengers to ride their trains.

The GRAND TRUNK & WESTERN has moved 70% more commuters in the month of January of 1968, than in the same period of 1967 between Pontiac, Michigan and Detroit, Michigan. GTW daily average is now 2393 persons.

The MILWAUKEE ROAD has requested ICC Aprival for a 5% increase in one-way suburban fares between Chicago and stations beyond 25 miles and a 10% rise between Chicago and closer points. The reasons are:

A. Growing operating Costs.

B. Need to prevent further deficits from operations of Suburban services.

The Milwaukee Road now handles 10,500 commuters each day on two routes.

The SOUTHERN RAILWAY states that they would like to stay in the Passenger business if enough people will ride its trains to pay out of pocket costs. Accordingly, the President of the Southern Railways states that out of pocket costs are being met by the Southern Main lines trains, between Washington and Atlanta.

The CHICAGO AND NORTHWESTERN has ordered 20-B1 Level Passenger coaches from Pullman Standard, to be delivered by next Fall.

The PENN CENTRAL have changed the arrival times of #152 & 153, "AFTERNOON CONGRESSIONALS" for arrival time of #152 from 7:20 P.M. arrival in New York to its old arrival time 7:35 P.M. New York and #153 arrival times in Washington from 7:50 P.M. to its old arrival time in Washington at 8:05 P.M. I guess The Congressionals just couldn't make it with heavyweights coaches and diners attached to them.

RAPIDS TRANSIT NEW

The Chicago Transit Authority has just awarded to BUDD a contract valued at \$18 & 3/4 million dollars to build 150 new-air conditioned transit cars. Deliveries of these cars are to begin in August of this year.

The Massachusetts Bay Transit Authority has placed an order with PULLMAN STANDARD for 76 cars valued at \$13 million dollars. These cars will be air-conditioned and will have aluminum bodies. The cars are to be delivered in Mid - 1969., and will be used on their South Shore Line.

SO'S WHO BUYING WHAT!

The Burlington has ordered 200 Center Flow Dry Bulk Commodity covered hopper cars from ACF.

The Great Northern has ordered 150 - 50ft. 77 ton single sheathed Box Cars from Pacific Car & Foundry. Deliveries of these cars to begin around August 15th.

The Gulf Mobile & Ohio has ordered 200 Box Cars equipped with Cushion underframes from Pullman Standard.

The Missouri Pacific has ordered 200 - 70 Ton insulated Box Cars to be built by Pacific Car & Foundry, and 157 - 86Ft. high cube roller bearing cars for automobile parts to be built by the Greenville Steel Car.

The Elgin - Joliet & Eastern ordered 26 - 100 ton 50ft cord cars from Evans Products.

LOCOMOTIVES ORDERS:

The Delaware & Hudson has ordered 16 - 2250HP. Diesel Electric locomotives from General Electric.

The Santa Fe has ordered 40 - 3600HP. F45 Diesel Electric Units from General Motives EMD Division. Units are to be used for High Speed Freight Service.

The Great Northern has ordered 9 - 3600HP. SD 45 from General Motives EMD Division for a July delivery.

The Long Island Railroad will acquire 8 Century 420 - 2000Hp Diesel Electric Passenger Locomotives units from ALCO at a cost of \$2 million dollars.

Well, I guess that's all fellows, hope you enjoy this issue of Cinders.

CINDERS, now published on an irregular schedule, does not necessarily reflect the position of the Editor, the chapter or the National Society.

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