

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

DECEMBER, 1970

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Christmas Greetings

AND BEST WISHES FOR THE NEW YEAR

PENN CENTRAL - The BROADWAY LIMITED had a major retrenchment on November 8th. It lost the twin-unit diner and coach lounge. All passengers will use the 6 D.B. sleeper-lounge (which also houses the diner's crew). The distinctive duplex room sleepers have been replaced by 10-roomette, 6-bedroom cars.....QUAKERTOWN AND EASTERN RAILROAD, which operated many fan trips in recent years over various railroads in the area, including the Penn Central on August 2 from Paoli to Harrisburg, has ceased all operations and the equipment is up for sale. The Q&E had originally planned to relay the route between Quakertown and Durham for steam operations.....SOUTHERN PACIFIC - SP 9004 and 9005 were the first two cars to come in from Los Angeles (coast-to-coast sleeper). At least one Pennsy sleeper (PATAPSCO RIVER) operated to California during the first week of service. The cars run as sleepers to LA but continue as parlor cars to San Francisco on the DAYLIGHT. On days the tri-weekly sleeper does not operate, the round-end parlor-observation continues to operate between Los Angeles and San Francisco.....PENN CENTRAL has at least twelve FL9's assigned to Brewster repainted in MTA blue and yellow. None of the units assigned to New Haven have been repainted yet, however, two more E40's are now PC black (three in all - 4971, 76, and 77) which is a decided improvement over the rusty New Haven scheme.....NEW HOPE AND IVYLAND has purchased former PRR 4666, a 77-foot Brill diesel-electric motor car which had been stored at the Arcade and Attica for the past few years. It is planned to use the car in mixed train service after repair to meet ICC inspection.....PENN CENTRAL achieved another "first" when it unveiled a 144-car coal-carrying "unit train" - all owned and financed entirely by the customer. Penn Central will provide track and crew. The \$5 million train is owned by Detroit Edison Co. It will carry 17,000 tons of coal every 72 hours to a power plant at Monroe, Mich. Consolidation Coal Co., a subsidiary of Continental Oil Co., mines the coal at two mines near Waynesburg, Pa. Several electric utilities have chosen to buy and own all the cars on unit trains, but Penn Central says this is the first time a utility has bought the locomotives, too. Detroit Edison's reasoning, a spokesman says, was that ownership guarantees full access to the train.....KEEP GOING - THERE'S PLENTY THIS MONTH!!!!

.....PENNSYLVANIA-READING SEASHORE LINES - the two sets of PRSL commuter trains, Nos. 758 and 769 between Camden and Glassboro, and Nos. 756 and 773 between Camden and Millville, were ordered to continue operation as a result of a temporary restraining order last August. Can anyone advise present status???? PRSL has also obtained ex-Santa Fe Budd RDC-1 #DC-191 for service in South Jersey. We understand that this RDC was in dead storage in Topeka, Kans. It's last active service was on the run between El Paso, Texas and Albuquerque, N. M. Most likely the State of New Jersey actually paid for the car.....PENN CENTRAL: An observer reports that word of Penn Central bankruptcy has drifted down to burlesque circles, resulting in one stripper, at the Troc Theatre, being billed as Penny Central. At last reports she was down to nothing.....READING: Five RDG RS3's are awaiting shipment to Mexico to an undisclosed buyer, via Laredo, Texas; units are 462, 474, 500, 501, and 512. RDG has also received ten new cabooses, #94100-94109.....PENN CENTRAL has refurbished and reinstated three more office cars, Nos. 6-8. No. 8 is the former PRR president's car No. 120, now in dark green. Eight cars (1-8) have all been recorded in service during late October.....SOUTHERN RAILWAY Office car #1 was seen on the tail end of PC Train #171 at Frankford Junction on November 8, 1970.....PENNSYLVANIA-READING SEASHORE LINES has had only one RDC renovated so far, #M411. There is no noticeable difference on the exterior except for a NJ DOT sticker on the engineer's side of each cab and a new PRSL sticker on each side. Inside, the seats have been redone in blue vinyl and cleaned up.....READING's last operating covered wagons, Nos. 902 and 903 (900 in standby reserve), may be seen on Monday-Friday passenger trains 4 and 7 between Reading and Philadelphia. The units are MU'ed with five coaches between them(cables run over the top of the coaches). This unusual arrangement eliminates terminal movements as the train is kept together permanently. The train leaves Philadelphia at 4:37 p.m., westbound, arrives at Philadelphia at 8:20 a.m. In between these times, the train lays over in Reading Terminal (8:20 a.m. to 4:37 p.m.), Recommended picture location would be at Valley Forge, either at 7:41 a.m., or 5:13 p.m. (Note: This would be good during summer months only; one unit sits in sun usually in Reading Terminal during day - best picture time about 9:30 a.m.--L. Eastwood).....SEABOARD COAST LINE'S FLORIDA SPECIAL, perhaps the finest train in the East, will be back for another season December 19, on a schedule about 1-1/2 hours later than last year - departs 30th Street at 2:18 p.m., for Florida....
.....LEHIGH AND HUDSON RIVER - L&HR runs three trains a day each way except Sunday. CB-2 is the eastbound hotshot, and arrives at Warwick, N. Y., in midmorning. It is shortly followed by NE-94, which usually has a CNJ unit in the lashup. The westbound through jobs are NE-3 which leaves Warwick usually after 3 p.m., and OA-1, which leaves somewhat later, and takes back the CNJ unit. A turn job out of Warwick handles the local work between there and Phillipsburg. This train is WH-1 westbound and HW-2 eastbound, and does not generally run on Sundays. The usual time for this turn is a later afternoon departure from Warwick and return in the early morning. RS3 units 1, 3, 4, and 10 all stored at Warwick last report, all of the C420's in service, all units very dirty.....quite often L&HR makes use of the layover CNJ unit for switching work in the Warwick yard.....PENN CENTRAL: Since July 1, only one GG1 (4890) has been repainted and some of the units still in the PRR scheme are getting rather seedy looking. Presently there are 111 GG1's in service. 38 are still in the PRR paint scheme, and 73 have been repainted to PC.....SEABOARD COAST LINE - the SILVER STAR's Washington-St. Petersburg sleeper will be shortened to operate Richmond-St. Petersburg this winter. The car formerly operated from New York before being cut back to Washington.....CUMBRES AND TOLTEC SCENIC RAILROAD - in July the states of Colorado and New Mexico bought 64 miles of the former Denver and Rio Grande Western 3-foot gauge line between Antonito, Colo., and Chama, N. M., along with nine locomotives and approximately 160 items of rolling stock (11/70 CINDERS). Five locomotives are reported to be operable, with the other four to be used for parts. The states were given until September 1 to remove their equipment from Rio Grande property in order to allow the abandonment of the (PLEASE SEE PG. 311)

third rail between Alamosa and Antonito. Although the deadline was extended, the Rio Grande began delivering equipment to CATS in Antonito in late August; and in early September, the first train in nearly two years started west. On Thursday, September 3, an attempt was made to get to Cumbres; but a combination of late start, heavy train, weed-grown tracks, and bad coal caused a return to Antonito. The train on the 3rd consisted of 28 freight cars plus dead locomotives 484 and 492, all pulled by the 483, still painted for its role in the movie, "The Good Guys and the Bad Guys". The 484 was set out at Lava Tank while the 492 was left at Big Horn. Another attempt was made on Friday, September 4, with a light train of three boxcars, caboose and two-gravel-filled gondolas ahead of the locomotive. The train finally made it through to Cumbres Pass about 1:20 a.m., Saturday morning. It had rained all day and the fog was so thick that you could not see 200 feet ahead. The decision was made to lay over at the top of the pass on Saturday (as the weather was continuing to deteriorate), and run the remaining 17 miles into Chama on Sunday. The rain turned to sleet, and by early Sunday it was snowing hard (10,015 feet elevation!!). Finally, the sun began to peek through a little. At Windy Point, a landslide blocked the track and the larger rocks had to be dynamited before the train could leave for Chama. For the benefit of the photographers, the two gons were switched back into the train. Due to the highway construction, minor mud and rock slides were encountered, and a bad rail (ruined by the highway contractor), delayed the train four hours only one mile from Chama. Finally, at 7:18 p.m., the train arrived in Chama. The large crowd that had waited all afternoon and evening had begun to break up, but there was still a good crowd of several hundred "locals" awaiting the arrival of the train (again pushing the gondolas as trackage from Lobato siding into town was a little soft). A second run was made the following weekend, but a mud slide delayed arrival in Chama until Monday afternoon. With the weeds pushed aside, and the track stabilizing, subsequent trips presented fewer problems. A special train operated October 3 and 4 carrying Governors Cargo of New Mexico and Love of Colorado.....ROCK ISLAND passenger trains are scheduled to transfer from Chicago's LaSalle Street Station to Union Station on January 1. A new connecting track is now being built at Englewood to lead RI trains onto PC tracks.....RAIL TRAVELERS TO WASHINGTON, D. C. can take advantage of two new D.C. Transit services from Union Station. "Metroliner Express" buses meet each New York train whether Metroliner or standard, and operate to and from major hotels (effective Sept. 14). Another new bus service operates every 12 minutes from Union Station and the business district. Unfortunately, the bus operating between the new Capital Beltway station and Rockville is scheduled to be discontinued due to lack of business brought on by lack of publicity. Advance Metrocoach reservations are no longer necessary (or available) on PC's midday and night Metroliners. Incidentally, PC has established a ticket office in Room 5402 of the Department of Transportation Building, 7th & D, S.W., Washington.....WELLSVILLE, ADDISON AND GALETON--abandonment has not taken place on the Wellsville branch yet. WAG 1500, 1800 are up for scrap as soon as new F7A's arrive. The crews do not like the F7's as they are hard to switch with. GE centercab 1700 is used for the Elkland run while F7A's are used on the Wellsville run. Many WAG boxcars are relettered TOC and leased to PC.....C&O SLEEPER PATRONS between Washington and Louisville may ride in the diner rather than a sleeper. Business is so poor on the 10-6 sleeper on the run that the railroad is considering renovating two bedrooms in the diner (now used by the diner crew) for use by the public in lieu of the regular sleeper. GRAND TRUNK is now using 18 renovated Union Pacific coaches. Ten are in through service; and eight, remodeled to seat 92, have been used to upgrade Detroit commuter service.....STOWAWAY AT INDIANAPOLIS - the hazard of riding a boxcar was impressed on Pepe Sanchez, a Mexican teenager. He got into a car at El Paso, Texas, found himself locked in, was stuck without food until PC police discovered him, weak and famished, at Indianapolis. U. S. Immigration officials arranged to get him home.....THERE'S MORE ON PAGE FOUR!!!!



"Good morning, sxeeties! I'm Sherri, your new Penn Central conductor. If any little old things like delays, derailments, engine conkouts, or fires make you feel icky-poo, you just come and tell little ol' Sherri."

from the NEW YORKER Magazine

.....SEPTA (Red Arrow Div.): New rail has been installed on the Media line between Woodland Avenue and Smedley Park. About half the stations on the line have been refurbished and painted. They will be given to the respective townships who will then be responsible for maintenance.....N&W'S WABASH CANNONBALL from Detroit to St. Louis must run until July 3, 1971, and now carries a full diner.....NO MORE MAROON??? - it has been reported that the new order of SD45's for the Erie Lackawanna will have a blue band in place of the usual maroon, a paint scheme not too different from that of the Delaware and Hudson,....both roads are owned by Dereco, the Norfolk and Western subsidiary.....SANTA FE has disclosed that directors of its railroad subsidiary have approved a "comprehensive program" to abandon 815 miles of railroad lines. The track abandonment program is one of the largest to be announced as a single program by a single railroad in recent years....ALASKA ZEPHYR??? - The Alaska Railroad is reported to be negotiating to obtain the Western Pacific's share of CALIFORNIA ZEPHYR coaches (13 of them, including 10 Vista-Dome cars) and perhaps two diners. The equipment would replace the northern road's coaches and buffet cars converted from World War II hospital cars. They feel the CZ equipment would significantly increase summer tourist travel, which has been growing gradually year by year.....PENN CENTRAL has received permission from the ICC to abandon 6 miles of railroad from Elizabethville east to Lykens, Pa., on the Lykens Valley secondary track. The Lykens Valley Secondary is the branch that runs due east from Millersburg.....(WE'RE ALIVE - PAGES WE'VE GOT FIVE!!!!)

.....SEPTA - We saw new rail being laid on the P&W (Norristown Division) between Haverford and Ardmore Ave. Track gang was out on a Sunday and single track operation was being observed.....

.....So you want to ride on a mixed train - well, the NEW HOPE & IVYLAND mixed freight train leaves New Hope, Pa. every Saturday morning thru April 3, 1971. The mixed train will use a coach or caboose and leaves New Hope at 10:00 a.m. The trip takes about three hours and the schedule is subject to handling of freight and delays may be encountered. The fare (round trip) from New Hope is \$3.00. Sounds like a lot of fun, and for further information, contact New Hope & Ivyland Railroad, New Hope, Pa. 18938.....

.....RETIRING JUICE JACKS - it is reported that the Milwaukee Road is transferring its eleven U25B's to Tacoma, Washington, to replace the 55-year old electrics between there and Othello, Washington.....

.....SOUTHERN RAILWAY had former PC business cars #1000 and #1 up for sale. #1000 can be bought for \$50,000. We understand the Western Pacific bought #1 for \$35,000 for use by Alfred Perlman. He used this car on the NYC and later on the PC.....

.....The Deputy Sheriff in New York City recently attached all the furnishings in the LIRR Trainmaster's office in Penn Station. Sheriff's office may even seize trains unless the LIRR pays off a court award of \$175,000 to a passenger that had been injured while riding the road.....those former NEW HAVEN RAILROAD ticket windows in Grand Central Terminal are expected to be used when New York State starts its off-track betting. Can't you see a harried commuter rushing up to the window with \$40 in his hand for a monthly ticket, then finding out when he's on the train that he put \$40 to win on a horse named Westport???!!!!!!.....

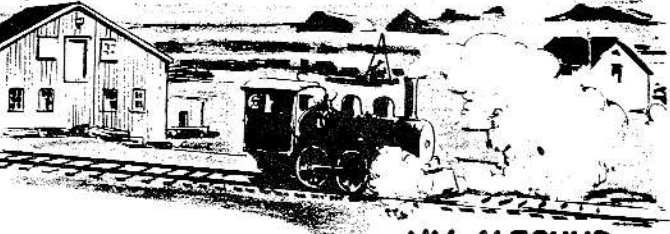
.....READING COMPANY has asked authority to abandon 11 colliery branch lines in Pennsylvania, stating that they were used to haul anthracite coal, but that coal deposits in the affected areas have been exhausted and the branches have handled no traffic in the last several years. The lines are about 1/2 mile to 2.5 miles in length, all being relatively short. The carrier said no traffic has been handled on 10 of the lines for at least the last five years, and the eleventh has handled no traffic for at least three years. It added there is no need for substitute service since coal operations are no longer conducted.....

.....LOUISVILLE AND NASHVILLE - The locomotive, THE GENERAL, will be sent to Kennesaw, Georgia, as a permanent home and owner after a Supreme Court ruling. Chattanooga, Tennessee, and Kennesaw had been fighting for possession of THE GENERAL.

.....PENN CENTRAL has once again extended catenary from Waldo Tower to Harismus Cove in the New York harbor area. The two miles of wire were removed a couple of years ago, but with freight forwarders being relocated at New Jersey locations, they want to run electric power directly to Harismus Cove. PC has also asked Judge Fullam for permission to buy 50 new cabooses - reason, shortage of such cars have delayed freight trains in terminals.....

.....OLD TRAIN FOR HIRE - PATCO'S three-car work train, which is made up of former Bridge Line cars, was used for many years on the Camden-Philadelphia run. This work train has been specially equipped for, among other things, snow fighting work in winter. Seats were purposely left in one of the cars in case it ever becomes necessary to haul passengers or employees around during a winter night's blizzard. The interesting old work-train is available for charter most any Sunday afternoon.....That DOME COACH ON B&O'S Washington-Akron day train is still operating every third day. The B&O should be consulted for operating dates.....

Ripley's Believe It or Not!



NY-ALESUND
IN NORWAY'S FAR NORTH, ON THE ARCTIC OCEAN, HAS THE MOST NORTHERN RAILROAD STATION IN THE WORLD

.....PLEASE TURN TO PAGE 6.

.....SEPTA (Red Arrow Div.) - A very reliable source has advised that the LIBERTY LINERS are to be removed from service permanently. Neither of the two sets have been operating since November 19th.....COMMONWEALTH OF PENNSYLVANIA has suggested ways of retaining and reviving railroad passenger service in Pennsylvaniathey want to retain and upgrade Philadelphia-Harrisburg-Pittsburgh service. They want to bring back and/or improve service on Reading's Allentown-Harrisburg line (with continuing service to New York), as well as on the Philadelphia-Newark run; also under consideration is improvement of Baltimore-Harrisburg-Buffalo service. Reading's Bethlehem, Reading and Pottsville services would also be improved.....THAT'S ALL FOR NOW - MORE SOON.

STREETCAR OPERATIONS IN THE UNITED STATES AND CANADA - DEC., 1970

Boston/Massachusetts Bay Transportation Authority

Cleveland Circle-North Station	Mattapan-Ashmont
Boston College-Government Center	Riverside
Huntington-Arborway	

Cleveland/City of Shaker Heights Shaker Boulevard Van Aken Boulevard

El Paso/El Paso City Lines El Paso-Juarez

Fort Worth Leonard's Subway

New Orleans/New Orleans Public Service St. Charles

Newark/Public Service Coordinated Transport No. 7-City Subway

Philadelphia/Southeastern Pennsylvania Transportation Authority

6 Ogontz Ave.	23 11th/12th-Germantown	53 Wayne-Erie
10 Lancaster	34 Baltimore Ave.	56 Erie-Torresdale
11 Woodland	36 Elmwood	60 Allegheny Avenue
13 Chester	50 4th/5th-Lawndale	62 Yeadon
15 Girard (#)		

Philadelphia/SEPTA Red Arrow Division Media Sharon Hill

Pittsburgh/Port Authority Transit

35 Library	42/38 Mt. Lebanon	49 Beltzhoover
36 Drake	44 Knoxville	53 Carrick
37 Castle Shannon		

San Francisco/San Francisco Municipal Railway

J Church	L Taraval	N Judah
K Ingleside	M Ocean	

Toronto/Toronto Transit Commission

Bathurst	King	Rogers Road
Earlscourt	Carlton	Kingston Road
St. Clair	Queen	Dundas
Long Branch		

NOTE: Only those routes utilizing low-level streetcar-type equipment are included. (#) - denotes temporarily out-of-service.

CORRECTION: Because of our deadline, we were unable to let you know that Watt and Shand's Santa Claus trip with Strasburg's 4-4-0 WAS NOT RUN on November 14, 1970, as reported.

A SPECIAL THANKS TO THIS ISSUE'S CONTRIBUTORS: Les Dean, Frank Tatnall, Elbert Simons, Richard Roden, Dale Woodland, Sam James. Also, Lancaster Dispatcher, Lancaster Chapter NRHS; Lake Shore Timetable, Lake Shore Railway Historical Society; Highball, Old Dominion Chapter NRHS; New Hope Chapter, NRHS.