

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

NOVEMBER, 1970

LONG ISLAND RAIL ROAD - For some 12,000 Long Island commuters, it was the end of an era on Monday, Oct. 19th--no more changing at Jamaica. The necessity to change there was eliminated with the start of regular service on a newly-electrified 16-mile section of track between Huntington and Hicksville-Mineola on the Port Jefferson line. That section had been served by diesel trains, not permitted by the city to make the trip to New York. This forced a change to electric-powered trains at Jamaica. The diesel service between Huntington and Port Jefferson will not be affected. The new direct express service is the first major electrification on the railroad since 1925.SEPTA says it faces a deficit of \$18,000,000 as it prepares its budget for 1971. A SEPTA spokesman says the Philadelphia area transit system has been losing about \$700,000 a month. The anticipated deficit figure takes into account the fact that the Authority will not pay the city some \$2,700,000 in non-cumulative rent this year; a contract with the city provides that the Authority need not make a portion of its rent payment (for the use of certain City-owned facilities used as a part of the SEPTA system) if its revenues drop below a certain figure. The figure also assumes that fares will be maintained at their current levels; that wages will remain the same; and that service will continue to be maintained at its present level. The budget also anticipates an increase in the sum paid by PennDOT and the suburban counties to subsidize rail commuter lines. In its proposed, tentative fiscal 1972 budget, several items have been added: (1) Acquisition of 140 new subway-surface streetcars, \$22,400,000; (2) Renovation of transit stations, loops and terminals, \$120,000; (3) SEPTA power station conversion, \$3,100,000; (4) 69th Street maintenance carhouse (Red Arrow Division), \$200,000; (5) additional Red Arrow Division parking facilities, \$25,000; (6) Fare collection equipment replacement, \$1,100,000; (7) Power improvements, \$530,000. Some of these projects have been rescheduled from fiscal 1971 because of lack of available funding.....SEPTA said Pullman-Standard Company, Chicago, was the apparent low bidder on about \$50 million in new commuter cars for the Philadelphia area. General Electric Company was the only other bidder. A SEPTA spokesman noted, however, that the Authority isn't obligated to accept either bid. Both were substantially higher than the \$42 million that SEPTA had originally hoped to spend for 144 new commuter cars. SEPTA has about three months to decide whether to accept a bid. Pullman-Standard bid a unit price of \$410,758 on 115 to 129 cars, and \$408,440 on 130 to 144 cars. GE's unit price bids were \$458,157 and \$444,727, respectively.....READING COMPANY - had a rear-end collision between two freight trains at 2 A.M. on October 9th, at Langhorne, Pa. Three crew members were killed, and three injured. B&O GP30 #6920 was totaled with a CNJ caboose. This unit has since been removed to the Reading, Pa., Shops of RDG. Two B&O GP40's, 3700 series, and one B&O F7B, 4500 series, were damaged to a lesser degree. 19 freight cars were sent in all directions on the main line, blocking it completely for a while. The morning WALL STREET was cancelled, and the CRUSADER's Budd RDC's ran on a railfan's delight via Bethlehem and the CNJ main to Newark.....PENN CENTRAL'S trains #3816 and #3845 between New York and Trenton are comprised on refurbished ex-PRR MU's, former class MP54, pulled by a GG1. The cars in this unique train were formerly MP54 series E3 #460, E3 #490, E1 #585, E2's #624, 639, 724, 762 (THERE'S MORE ON PAGE 2)

768, and have been respectively designated CA9-E types #1350-1357.....
.....NEW YORK METROPOLITAN SERVICE on the PC finds 49 second-hand coaches and one lounge car on the Hudson and Harlem Divisions. Former ownership is represented by the AT&SF, Rock Island, Frisco, L&N, and the C&EI.....RICHARD BURTON AND LIZ caused quite a stir recently when their classic profiles were spotted in a sleeping car window of the SUPER CHIEF in Streator, Ill., causing the tobacco-chewing set around the depot to gulp in unison.....SOUTHERN PACIFIC is back to the Calif. PUC asking to drop L.A.-Oakland SAN JOAQUIN DAYLIGHTS, and connecting pair of SACRAMENTO DAYLIGHT trains.....ALFRED E. PERLMAN was recently named President of the Western Pacific Railroad.....READING COMPANY has asked the ICC to allow them to abandon 12-1/2 miles on the Schuylkill and Lehigh Branch from Evansville, Pa., to Kempton, Pa.....MOPAC's TEXAS EAGLE ran its last between Texarkana and Laredo on Sept. 22.....LOUISVILLE AND NASHVILLE has asked Kentucky PSC to take off trains 8 and 9 - PAN AMERICAN, between Cincinnati and Louisville.....BOSTON AND MAINE is renewing its bid to join the N&W system. B&M had previously turned down N&W because one B&M share would be worth 1/10 Dereco in exchange.....THE MTA (NEW YORK) will lease PC's Hudson and Harlem Division for commuter operation tentatively Jan. 1.....
.....PENNSYLVANIA-READING SEASHORE LINES has five GP38's sitting at EMD's plant in LaGrange, Ill. We hear that they are not being delivered because no financing is presently available.....ILLINOIS CENTRAL plans to discontinue the PANAMA LIMITED, trains 5 and 6 between Chicago and New Orleans, effective November 23. The road said operating expenses for the trains exceeded revenues by more than \$1 million last year. IC described the PANAMA LIMITED, which is years past has been regarded as one of the Nation's premier passenger trains, as its largest deficit operation.....
.....D&H-ERIE LACKAWANNA: EL will control all EL and D&H power from Cleveland about November 1. Plans are that D&H passenger trains will have EL E8's on again this winter. We have heard that with this change the PA's will be removed from service and it is not planned to operate them again, ever.....MILWAUKEE ROAD discontinued trains 111 and 112, known to fans as the CITY OF SAVANNA, between Chicago and Savanna, Ill., on Friday, October 9th.....GRAND TRUNK plans to provide freight car ferry service between Port Huron and Sarnia, Ontario. Rail car ferry service will facilitate transporting of tri-level cars, high-cube box cars or high piggyback cars between U. S. and Canadian points via the Port Huron-Sarnia gateway. The GT-CN tunnel cannot accommodate high, wide loads. Service will be provided by two ferry barges pushed by a tug. The "St. Clair" and the "Sarnia", were converted from self-propelled ferries to barges. Track removal has already begun in the Port Huron yard and excavation for the ferry dock has been started.....MEAT PACKERS' TOFC SPECIAL: meat packers in the Omaha-Council Bluffs area have banded together to provide sufficient meat tonnage to make up a special piggyback meat train to the New York-New Jersey metropolitan area via the Rock Island and the Penn Central. The service, which started Sept. 18, shortens transit time to less than 50 hours.....NORFOLK AND WESTERN: Active Railfans Notice!!!! New fares on N&W's POCAHONTAS make this trip a travel bargain. The total cost in standard sleepers from Roanoke to Cincinnati is only \$27.60, which includes dinner. It's less than that with 30-day or family fares.....
.....IRISH RAILWAYS; workers at the North Wall Railroad Junction in Dublin heard a bird tweeting from beneath a freight car. They found a mother thrush who had been sitting on her eggs during the car's 60-mile journey from Carlow. Transport authorities ordered the freight car not to be moved until the eggs were hatched.....
.....ERIE LACKAWANNA reports placing in service the last of 15 new SD45 diesel locos ordered this year. With addition of the 3600 h.p. units by EMD, almost half of EL's total motive power roster is now only about seven years old. The new locomotives are in use in fast freight service between New York and Chicago.....
PENN CENTRAL has announced a \$9.4 million freight-car modernization program involving 1158 cars. Included are 643 cars to be rebuilt and modernized at the Samuel Rea Shop and 515 box cars to be rebuilt and lengthened to 50 feet at the Beech Grove Shops. The Samuel Rea Shop project covers 391 70-ton gondolas (which will get steel floors
(THERE'S MORE ON PAGE 3)

designed to support metal shapes and other heavy freight), and 252 box cars (of which 200 will be fitted with extra-wide doors to permit faster loading and unloading by forklift equipment).....D&RGW NARROW GAUGE - Sen. Joseph M. Montoya (D-NM) urged the ICC to issue a certificate to the states of New Mexico and Colorado for their takeover of the former D&RGW narrow gauge line between Chama, N.M., and Antonito, Colo. All service on the 65-mile, 3-foot gauge line ended in 1969. The line along with nine locomotives and various types of freight cars has now been acquired by the two states at salvage value. Officials in the two states plan to upgrade the line into a tourist attraction and to lease it to an individual or firm for operation.....SOUTHERN PACIFIC's SUNSET LIMITED, trains 1 and 2, operated on a daily basis for the last time on Sept. 30th between New Orleans and Los Angeles. On Oct. 2, train 1 began leaving New Orleans on Monday, Wednesday and Friday. Train 2 now leaves Los Angeles on Tuesday, Friday, and Sunday. Now for the good news - both trains now carry a sleeping car every trip.....STATEN ISLAND RAPID TRANSIT, now owned by the City of New York, will be operated by a subsidiary of the MTA. The new organization, known as the Staten Island Rapid Transit Operating Authority, is negotiating with the City for a contract. The MTA subsidiary authority will begin a \$25 million improvement program, to include: purchase of 52 modern, air-conditioned cars under an option with St. Louis Car; modernization of stations and signal system; improvement of track and roadway; and enlargement of the power supply to meet the needs of the new cars...PENN CENTRAL: the last through sleeper service between New York and Toronto (trains 61-371 and 376-62) ended on October 24. On October 25, trains #371 and 376 started operation of daily coach service between Buffalo and Toronto. The train from Buffalo to Toronto will be in daylight for the entire 3-hour run and connections are available at Buffalo for both trains.....CANADIAN NATIONAL has doubled TurboTrain service between Toronto and Montreal. A TurboTrain leaves each city at 7:45 a.m., and 4:10 p.m. With the addition of the afternoon runs, CN now has three name trains leaving the center of each city between four and five o'clock; the TURBO, the RAPIDO, and the BONAVENTURE.....NEW JERSEY DEPARTMENT OF TRANSPORTATION has been awarded a \$10.2 million grant by DOT. This is to cover the two-thirds of the cost of 45 additional high-speed Jersey Arrows for use on PC's commuter lines in New Jersey.....DENVER & RIO GRANDE WESTERN sold twelve F7's to the Alaska Railroad early this summer and we understand all are now in service. Also, of the ten F7's sold to the Penn Central for trade-in use, four have been put into service and relettered and renumbered as follows: RG5712 to PC712, RG 5721 to PC721, RG 5733 to PC733, and RG5754 to PC754. It is doubtful that we will see these units in the Philadelphia area.....PENN CENTRAL: Identification of PC's 35 piggyback trains has been changed to a new "TV" symbol to identify them as TrailVans. Numerals are added to signify routing between the 41 TrailVan terminals in 34 cities across the system. These trains were known as TrucTrain or SuperVan trains before and since the merger, but now that the new designation of TrailVan has become established they have changed the symbols to match the name. The railroad handles about a half-million trailers per year in TrailVan and other freight trains.....NORWEGIAN RAILWAYS - an express train was stalled near Trondheim, Norway, early in October by "Lemmings". Every few years, thousands of Lemmings rush en masse into the sea and drown. Thousands of the rodents were crossing the tracks as the Southbound train approached. The tracks became so slippery from their crushed bodies that the engine's wheels spun bringing the train to a halt.....SEABOARD COAST LINE has announced its intention to discontinue the six passenger trains comprising the SOUTH WIND service. The 6 trains are: Trains 11 and 12, Montgomery-Waycross, 5 and 6, Waycross-Miami (via Jacksonville) and trains 93 and 94, Jacksonville-St. Petersburg. The runs operate on an every-other-day basis, alternating with IC's CITY OF MIAMI to provide Chicago-Florida service. The latter train is not currently up for discontinuance. The SOUTH WIND once ran through to Chicago in conjunction with PC and L&N, but on November 19, 1969, PC discontinued its participation in the through service, hence the losses and the petition for discontinuance. Passenger revenues, for example, were down to just over \$42,000 in January, 1970, as compared with almost twice that in 1969..(MORE ON PAGE 4-----)

.....SOUTHERN RAILWAY: last month we reported the Southern's deal with the ICC to allow tri-weekly service of the SOUTHERN CRESCENT, and they would reinstate a coast-to-coast sleeper via New Orleans. What we did forget to mention was that part of the deal also would include a parlor-dome between Atlanta and New Orleans. The latest breaking news is ***** on October 24th the coast-to-coast sleeper was inaugurated between New York and Los Angeles *****.....PENN CENTRAL: Although the ICC granted the PC permission to drop 14 of its western area intercity trains, a Federal judge, acting on a petition by the Commonwealth of Pennsylvania and others, acted to temporarily bar PC from removing the runs. The 14 trains which the Commission had permitted to be taken off and which must now run until disposition of the legal proceedings initiated by the order are: Trains 22 and 23, THE MANHATTAN LIMITED, Chicago-New York; Trains 63 and 64, Chicago and New York via Buffalo; Train 53-351, Chicago to Buffalo via Detroit; Train 13-32, Pittsburgh-St. Louis, Trains 77 and 78, the CINCINNATI LIMITED; Trains 315 and 316, Cleveland and Indianapolis; Trains 548 and 549, between Harrisburg and Baltimore.....PENN CENTRAL: Judge Fullam OK'd a trustees' request to spend \$4,424,000 as the road's share in the purchase of 100 new commuter cars for DEPTA-directed services in the Philadelphia area; Reading is getting 14 cars under the same contract.....SEABOARD COAST LINE has asked the ICC to discontinue THE PALMLAND, trains 9 and 10 between Richmond and Columbia, S. C..... the portion of the run over the PC and the RF&P was not included in the petition..... The road said the trains carried a daily average of only 110 southbound passengers and 83 northbound passengers last year.....LOUISVILLE AND NASHVILLE: the battle over the famed Civil War locomotive, "THE GENERAL", is still raging in the courts. Losing its fight in lower courts, the City of Chattanooga, anxious to lay permanent claim to the historic engine, has brought the matter to the U. S. Supreme Court in the hopes that the high tribunal will order the tourist attraction back to Tennessee. Attorneys for the city urged an appeal of the U. S. Court of Appeals decision allowing transfer of the engine to Kennesaw, Georgia. "THE GENERAL" is currently stored on L&N property in Louisville.....SEPTA has just completed the installation of ribbon rail on the Market-Frankford subway-elevated line between 52nd and 56th Streets stations. The regular lengths of rail were laid out and welded on the site, both eastbound and westbound tracks being done.....READING COMPANY: Western Maryland and Cotton Belt (!) diesels have been seen recently at the head end of Reading Company freight trains in the Philadelphia area.....MISSOURI PACIFIC has ordered 500 new freight cars and 25 diesel locomotives at a cost of \$16,000,000. The freight cars will be built by ACF, and 20 of the diesels will be built by EMD and the remaining 5 by GE. Type of locomotives are not now known.....STRASBURG R.R. - Good old #1223 (ex-PRR 4-4-0) will once again take Santa Claus to Lancaster on Watt and Shand's Department Store special to start the Holiday Season. Santa will arrive in Lancaster on Saturday, November 14. Usual PC mainline and street operation in Lancaster to be observed.....GERMAN FEDERAL RAILWAYS: Deutsche Bundesbahn will be using a new paint scheme to replace the dark green and blue now in use; all cars will be painted metallic gray below the windows, and, from bottom windowsill up, painted orange will be first class cars, second class cars blue, and sleepers and diners red.....see you next month!!!!

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THE CENTER-DOOR EXCURSION ON NOVEMBER 1, 1970, OVER SEPTA'S RED ARROW DIVISION ON THE SHARON HILL AND MEDIA LINES WAS A SUCCESS, AND WE THANK THOSE WHO ATTENDED.....
.....THOSE WHO DIDN'T MISSED A GOOD TRIP WITH CENTER-DOOR CAR #73.....SEPTA WAS EVEN SO NICE THAT THE CAR STILL HAS PST EMBLEMS AND NAME ON IT!!!!!!!!!!!!
