

# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



## CINDERS

OCTOBER, 1970

ALASKA RAILROAD - While all the publicity was raging about the tanker Manhattan's trip to the North Slope of Alaska and the newly discovered oil fields, a team of engineers has quietly been making preliminary surveys on the feasibility of extending the A.R.R. from Fairbanks to the Arctic Ocean, a distance of over 500 miles. Also, a 150-mile branch from Alatna to Kobuk is under consideration. The entire project is only in the study stage and no actual plans or money has been appropriated yet for such a project.....

.....A grandmother and her grandson were killed at the Claymont, Del. station on 9/24 when they were crossing the tracks and struck by a Northbound Metroliner. The shame of it is that the R.R. pedestrian underpass at Claymont is one of the most accessible and well maintained in the Philadelphia commuter area.....

.....Metroliners and PC will get \$3.4 million payment to start the long-awaited demonstration project. PC is aiming for an early October starting date. The delay has been mainly due to technical equipment difficulties and a dispute between the Penn Central and the Government over track standards.....

.....READING COMPANY'S Chairman, William R. Daley, has sold all 200,000 shares of his Reading common stock to the Chesapeake and Ohio Rwy. After its purchase, the C&O indirectly owned 642,400 Reading common shares or about 45% of the total shares outstanding. Reading also requested the ICC to order the C&O/B&O to render financial aid to preserve the transportation services of the railroad. The Reading said its petition to the ICC is justified because of the delay caused by the reopening of the proceedings involving the proposed merger of the N&W and the C&O, in which the Reading sought inclusion.....

.....SCL-RE&P-PC: 40,000,000 oranges are a lot of fruit, but that is what it takes to load Tropicana's new unit train from Florida to Jersey City each week, which constitutes 60 carloads. The refrigerator cars do not return via unit train, but are forwarded back as soon as unloaded.....

.....LONG ISLAND RAIL ROAD'S public relations department days the LIRR now has about 400 of the 620 new cars on order, and they are operating with fewer bugs. The laying of third rail into Huntington is complete and it is hoped electrified service will be in operation before the end of the year. Ninety stations are being repainted, and the present on-time performance is 92.7%. Let's hope it holds up that good this winter.....

.....NEW JERSEY'S Gov. William T. Cahill has subscribed to a National Governors' Conference Plan to divert Federal highway funds to mass transit and other non-highway uses. The aim is to create an umbrella-type Federal Transportation Fund replacing the present Federal Transportation Highway Trust Fund that is now plowing \$5.5 billion into the Interstate Highway program. Presently this money goes to the states in a 90% - 10% formula, the states supplying 10%, and the Federal money marked only for highway construction. The new proposal would be in the form of a block grant which would allow the states to use the money for transportation, but not just highways. Rail, bus, rapid transit, and airways would be included depending on each state's individual needs.....

.....B&O's CAPITOL LIMITED was carrying its CHESSIE CLUB diner-observation on the rear and properly pointed, until Labor Day. Then, the car was shifted back to its former location between the sleeper lounge and the coaches, and as we hear, in

(THERE'S MORE ON THE OTHER SIDE!!!!)

order to encourage coach passengers to eat in the diner. B&O Potomac Valley trains 33-35 and 34 between Washington and Cumberland, Md., were scheduled to be discontinued June 1, but they are still running. Consists run an E unit and 1 or 2 cars. ....RAILROAD PASSENGER FARES in the East and West rose 10% on Sept. 1. The hike, which does not apply to commuter fares, is estimated to provide about \$20 million a year in additional revenues. This estimate is based on the fact that passenger revenues for Eastern and Western roads total \$234.3 million in 1969, and that passenger traffic this year is down about 10%. A one-way coach ticket from New York to Chicago would rise from \$46.50 to \$51.25, and Washington -New York fares would be: \$13 coach, \$15.75 Metroliner coach, and \$23.40 Metroliner first class... ....GENERAL ELECTRIC, attempting to enter the commuter car business for the first time as a prime contractor, was the apparent low bidder on 144 cars which New York and Connecticut plan to purchase for Penn Central's New Haven Division. But GE's bid of \$61.9 million--which New York's William J. Ronan said would average out at \$422,000 a car when variables were considered--was still so high that state authorities were considering (1) scaling down the order and (2) applying for two-thirds rather than one-half Federal aid. Only other bidder was Pullman-Standard, whose \$68.5 million, said Ronan, would average out at \$476,000 per car. St. Louis Car Division of General Steel Industries did not bid, reportedly because of its high backlog of orders.....PENN CENTRAL commuters in the Philadelphia area began paying higher fares September 1st. The increases will yield an estimated \$2 million a year, but will still leave the railroad with an annual loss of \$1.5 to \$2 million in the Philadelphia area alone..... ....CHICAGO, SOUTH SHORE & SOUTH BEND is asking for a hefty passenger-fare increase and at the same time giving warning that more help will be needed, since the proposed boost will cover only 1969 cost increases and not those for '70. Says, President James B. McCahey, Jr.: "The South Shore is in desperate straits..... unless local, county, regional, state and Federal authorities use the time thus provided (by the fare hike) to organize quickly and relieve the South Shore of the financial burden of providing this passenger service, as is being done for commuters in other heavily-populated areas of the country, total loss of the service will result.....WMATA: Washington's Metropolitan Area Transit Authority said Sept. 2 that it is studying the possibility that service on the first 6 miles of its Metro may not begin until 1974, a year later than originally planned. Until last year, first service on the Metro was scheduled to begin in December 1972. It was subsequently put back to mid-1973 because of delay in the start of construction when Congress refused to release Metro funds until the D. C. Government agreed to proceed with construction of controversial freeway legs. Rep. William H. Natcher (D-Ky.), Chairman of the House District Appropriations Subcommittee, has again refused to release current Metro funds until freeway construction proceeds to his satisfaction. WMATA officials said no change is contemplated in the scheduled late-1979 start of service over the full 98-mile rapid transit system.....BALTIMORE: A \$600,000 preliminary engineering study for Phase I of a rapid transit system will be undertaken with \$400,000 in Federal funds and a \$200,000 state grant. Phase I contemplates a line from downtown Baltimore to the Northwestern suburbs and a line from Charles Center south to Glen Burnie and Marley, with a Friendship Airport branch.... ....RAILROAD POST OFFICE service continues on RF&P-SCL 75 and 76, the "Chickenbone Special", between Washington and Jacksonville. According to an RPO clerk, the Post Office has planned to drop the car on June 26, but rescinded its order because of the new policy of surface-hauling mail going less than 750 miles. This is the last working RPO serving Richmond. Another RPO runs between Washington and Jacksonville on the Silver Star, but it supposedly works mail only between Raleigh & Jacksonville. ....SOUTHERN RAILWAY said that if the ICC will let it reduce the number of trains it runs weekly (from daily to every other day) it would be willing to reinstate coast-to-coast sleeping car service. The last trans-continental run via Southern-SP was discontinued in 1956. They are again talking New York to L. A. via New Orleans, however, the S.P. hasn't commented on the through car. The "Southern Crescent" and the "Sunset" would be involved. Based on the present (THERE'S MORE ON PAGE 3!!!!)

scheduling of the trains a 16-hour layover westbound and a 10 hour layover east-bound would be involved at New Orleans. The idea itself is certainly some food for thought.....TWENTY OF PC'S (EX-PRR) E-6 MULTIPLE UNIT CARS are slated to be reconditioned at the New Haven, Conn., Shops. Two of the cars (#423 and #436) were seen headed north on 9/24. The others to be worked on are #408, 10, 14, 18, 19, 21, 22, 24, 25, 28, 30-35, 38, and 40. All are slated to return to service on former PRR lines in the New York Metropolitan area.....

.....SEPTA: New schedules for routes #100, Norristown "High-Speedline", #101, "Media Rail", #102, "Sharon Hill Rail" are now quite attractive. The schedules, all effective Sept. 11th, carry action photos of the cars on the front cover of each timetable.....ELEPHANT POWER: At the Orissa Cement, Ltd., plant in Rajganpur, India, elephants are used as locomotives. When a local prince closed his stable of processional and hunting elephants, the factory purchased some, finding them "better than switch engines". An elephant can push three loaded freight cars and throw track switches with its trunk. I personally don't think the BofLE would approve.....PUNCH-A-CONDUCTOR is a plastic inflatable doll that looks like a Penn Central conductor and with every punch the little fellow bounces right back up again sporting an infuriating grin. It was designed by three creative, but frustrated commuters (New Haven Division) as a painless way for the commuter to release his pent-up emotions. It is said that they have been approached by several LIRR commuters for a gray-suited LIRR doll. The conductor doll goes for \$4.95 through P/C Enterprises, New Canaan, Conn.....

.....MA & PA - The Funkhouser Division, GAF Corporation announced that rather than comply with costly anti-pollution requirements they would close their operation possibly within 6 months. This quarry operation has always been the Ma & Pa's largest shipper and is located at Slate Hill, Pa. A Ma and Pa official was quoted as saying "The railroad might just have to cease operation if Funkhouser quits". If this comes to pass, the other principal shippers, Green Marble Quarry and Philadelphia Electric's plant on the new branch line at Peach Bottom will be completely without rail service. Quite possibly, the steam fan trip that ran last November, sponsored by the Lancaster Chapter, may have been the last. We hope not!!!!.....SEPTA: We have heard that the strong pro-bus faction at Wyoming Avenue headquarters does not want Route #47 (now temporarily operated by motor coaches) to be revived as a street car line. Paving operations have already begun and short sections of track in various places have been removed. This recent action indicates the chances of PCC's being seen on #47 in the future are pretty slim.....NEWS BRIEFS: A new Metroliner platform is now under construction at Washington Union Station just west of the present high level platform on Track 16. Milwaukee Road's "Pioneer Limited" - Nos. 1 and 4, overnight between Chicago and the Twin Cities, inaugurated in 1927, made their last runs Labor Day. Union Pacific's dome diners have been removed from service and replaced by standard diners. No plans yet for disposition. Graham County RR - 12 miles long, has been granted ICC permission to abandon its entire line in western North Carolina....GCRR was familiar with fans because it operated a Shay locomotive into the 1960's. Pittsburgh's PAT must spend \$6 million, under the terms of the Federal contract, to fix up the Library line, which is expected to operation for at least another eight years. The ICC has given its unanimous approval for the L&N to acquire the Monon, lock, stock and barrel. This will add over 500 additional route miles, about 40 locomotives and over 3,000 freight cars to the L&N family. PENN CENTRAL - has tested a new rail car for handling whisky, etc., in bottles without damage. The car designed by a Bala-Cynwyd firm carried 1.3 million bottles last year without a single broken bottle. PC promotes itself as the "Glamour Route" for the Ladies Day Specials to Washington and New York, The trains feature food samples, fashion shows, bingo and other female fancies. The specials start 9/29 to Washington and 9/23 to New York.....

(THERE'S STILL MORE ON PAGE 4!!!)

GO-GO Dancer Derails C&O - Miss Mary Hecox, Go-Go dancer in Grand Rapids, got stuck on the C&O Ry. crossing in her car. Police attempted to stop the train by signaling with flashlights. When the engineer finally hit the brakes, six cars of the 100-car train derailed. SEPTA - the five cent fare increase set by SEPTA for Philadelphia bus, subway and trolley riders was blocked by the Common Pleas Court on 9/25. SEPTA announced it would appeal the ruling to the Commonwealth Court. If the Chicago and North Western can drop its Chicago-Clinton (Ia.) daily train, (formerly Kate Shelly "400"), it proposes a twice-daily round trip campus commuter train to DeKalb, Ill., home of Northern Illinois U., on a 6-month experimental basis. Northwestern Pacific has asked the ICC to cut the "Redwood Service" RDC car, Wilmette-Eureka, Calif., from tri-weekly to northbound Saturday - southbound Sunday. PC's TurboTrains operating experimentally between New York and Boston may be laid up October 22 on expiration of the present United Aircraft-DOT contract. Cambodian National Rys have been closed for over 2-1/2 months. Recently they fired up a 71-ton Haine St. Pierre steam locomotive (wood burning) and ran a train from Phnom Penh to Bat Deng, 20 miles Northwest. Before the present war, over 180 miles was operated with revenues of \$60,000 per day. Santa Fe's new one price tickets include meals. Round trip examples: Chicago and Kansas City - coach, \$45.00, first class, \$67.50; Chicago and L.A. - coach, \$183.50, first class, \$268.10.

FROM THE EDITOR'S DESK:

AHA!!!! You thought that "Cinders" was dead and gone. Not true....."Cinders" was found in disguise, hiding in Argentina! Seriously though, we hope to keep our publication on a monthly basis and can certainly use your help to provide news, and, as we get rolling, possibly feature articles. Our material may be sometimes dated as we are not trying to beat the news media, but provide a digest of information that will be of interest to the members. You can help by sending news or news clippings or by phoning me direct. If you're on a railfan trip, a card describing interesting things you see and do would be nice to write up and would add a more personal touch to "Cinders".

My thanks to Bill MacIver, Larry Eastwood, Dick Lane, and Elbert Simons for help in getting "Cinders" back on its feet.....P.K.

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SPACE FILLER:

Opposite this column is a Philadelphia newspaper clipping from March 26, 1835. According to our information, this was "The Pennsylvania RR", or as popularly known then, the Philadelphia & Columbia R.R. and at that time had been operating between the name sake terminals for only a year. We wonder if goods destined for these depots in 1970 "will be certain to be forwarded the day after they are received".

**Rail Road Transportation.**

**T**HE undersigned having made arrangements with the owners of several lines of CARS which will be propelled by steam, will be enabled to forward Merchandize to any place on the Rail Road. They have regular lines running to the following places, viz; Nobleville, Kinser's, Paradise, Bird in Hand, Lancaster, Rohrerstown, and Columbia by which goods destined for either of the above mentioned depots will be certain to be forwarded the day after they are received. They have also made arrangements to forward Merchandize to Pittsburg and intermediate points on the Canal, as soon as the navigation will admit.

S. D. ORRICK & NOBLE,

Broad st. between Race and Vine st. west side  
feb 13 - att