

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302, PHILADELPHIA, PA. 19101



Cinders

FEBRUARY, 1972

EDITOR: Paul Kutta, 1359 Green Hill Avenue, West Chester, PA 19380
ASSISTANT EDITOR: William P. MacIver, Jr.
LAYOUT AND PRODUCTION: Robert L. Eastwood, Jr.

IT'S COLD!!!! Winter has finally arrived, after a warm December, and even part of January. We've gotten the new year off to a fine start with the very successful Liberty Liner trip on January 16, and a fine program on Colorado railroading by Ross Grenard on January 21. If you missed it, you missed a lot.

OUR FEBRUARY MEETING: Will feature an evening of vintage public relations films from the archives of the New York Central System. Our first film will be entitled, "Flight of the Century", made in the early 1930's, and portrays a trip on the 20th Century Limited from Chicago to New York in the days when "Century" meant ALL-Pullman, ALL-heavyweight, and ALL-steam (except for that short electric run). The second film is entitled "The Steam Locomotive", and features the famous NYC Hudson type; the care and feeding of same. The last film is entitled "The Railroad Signal", and explains how the then modern automatic block operated and also covers the operation and maintenance of interlocking facilities. These last two films are from the 1940 era and are most interesting. So, come on in out of the cold on Friday evening, February 18, 1972, at the Engineers' Club, 1317 Spruce Street, for a good dinner at 6 p.m., in the dining room, and our meeting at 8 p.m., in the Conference Room upstairs.

THE LIBERTY LINER TRIP: With the kind cooperation of member Ronald DeGraw, who is SEPTA-Red Arrow Division's Director of Development, we were privileged to operate the "pre-inaugural" trip of the Liberty Liner on Sunday, January 16. It went into regular service on Monday, January 17 between 69th Street and Norristown, running two afternoon round trips. The weatherman cooperated, and due to some excellent planning on Ron's part, we had numerous photo stops which were outstanding. A total of 89 persons made the excursion, resulting in revenue to the Chapter of \$534.00. Expenses amounted to \$301.11, leaving your Chapter with a net profit of \$232.89. Your officers, to say the least, are deeply gratified at the showing on this excursion, and this helps our treasury, as well as our plans for the rest of 1972. For this, we thank you. It might also be mentioned that between 20 and 25 people came from New York for the trip, and this was gratifying to us, too.

NEW MEMBERS: We are pleased to welcome the following new members to our Chapter:

LYNCH, James J., 418 Ryers Ave., Cheltenham, PA 19012 (retired RDG boilerman)
BARBEN, Richard, 7 MacArthur Boulevard, Apt. 1204N, Westmont, NJ 08108.

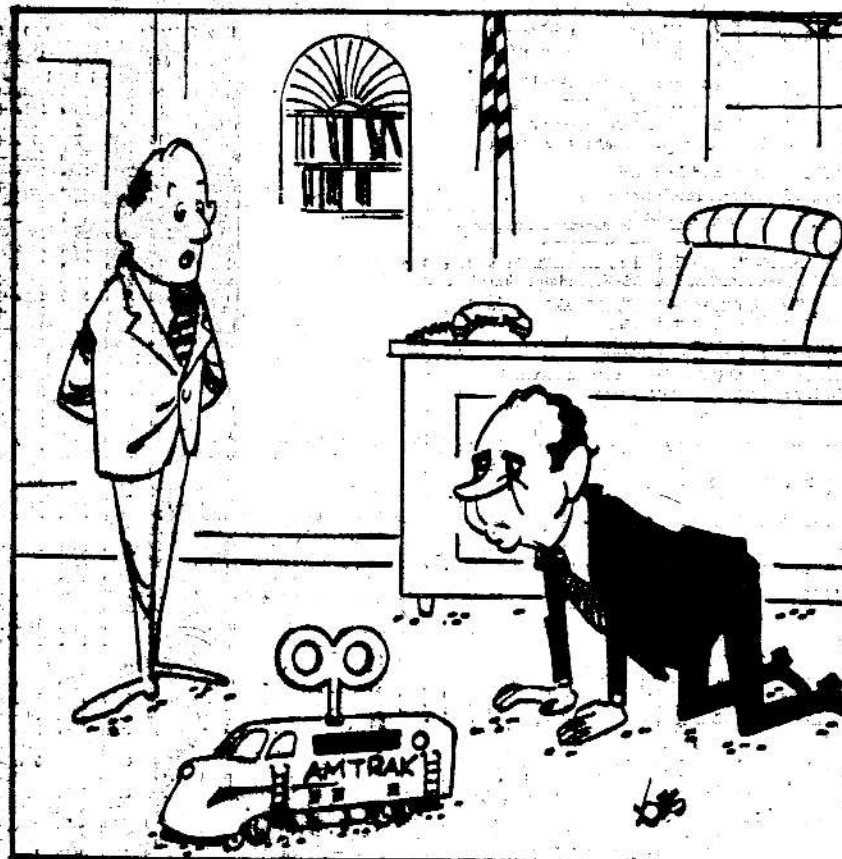
PHILADELPHIA CHAPTER NEWS (Continued)

MEMBERSHIP REPORT: As of this writing (February 1), there are still 28 members who have not paid their 1972 dues. We urge those of you who have not paid to do so by the February meeting, as these people will be dropped from the mailing list after March 1. Those of you who had not paid by February 1 will find a notice with this issue of CINDERS. We urge you to give this matter your urgent attention so that we can close the membership renewals and assist the National officers in doing the same.

TREASURER'S REPORT: The Chapter Treasurer, Earle P. Finkbiner, reported a balance in the Savings Account of \$2582.91, and a balance in the checking account of \$722.21, as of February 1.

OFFICERS' MEETING: An officers' meeting was conducted at the home of President Rafferty on Saturday evening, January 29. Messrs. Rafferty, James, Eastwood, Finkbiner, Dillon and Kutta were in attendance. To briefly summarize the proceedings, we have applied to the Reading Company for an excursion on Sunday, May 21, 1972. We will provide further information upon receiving approval from the Company on our proposal. Your Chapter will need a Secretary to replace Elbert Simon, who resigned at the time of his transfer to New York. Suggestions and nominations may be made to any officer of the Chapter. Your Chapter is also going to, on a limited scale, offer reprints of old public railroad and traction timetables. These will be offered for sale in the fan publications as a means of raising additional funds for Chapter projects in the future. Those who have old timetables they are willing to lend the Chapter to use in this project are asked to contact Paul Kutta or Larry Eastwood at the February meeting. We are looking for generally single sheet timetables, black and white, folded, etc. No system schedules or anything on that order - not yet, anyway.

'Wind it up . . . and it goes broke!'

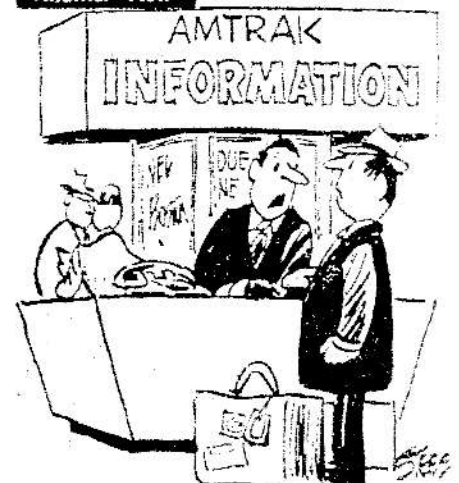


Yoss, Cepley Newspapers

POKING FUN AT AMTRAK SEEMS TO BE A GOING SPORT!!!!!!

The cartoon at the left is from the Evening Bulletin Fri., February 4, 1972. The one below is from Transport Central. As if AMTRAK isn't plagued with enough problems, the press makes it worse!!!

Another View



"Your guess is as good as mine, mister."

"ON THE SCENE"



with El Simon

.....The Florida trains are continuing to receive SP and UP leg-rest coaches and by February 15 (correction, make that January 25) the Florida Special's coaches were all leg-rest types. Over 30 coaches were noted by then, about evenly split between UP and SP.....in late January, SCL coaches (displaced by the leg-rest cars) started serving Empire Service trains. Northern Pacific parlor-lounge cars (492-493) were assigned to PC trains in January as well.....a line of cars at Penn Coach Yard (mostly pre-war Budd coaches, but including several New Haven parlor cars) has been white-lined and is awaiting disposition. Only 2 of the 29 prewar Budd coaches remain in service on the Ground Shuttle. PC appears to have eliminated any dead wood from its fleet and is only operating what it needs to protect its schedules.....non-AMTRAK L&N sleepers MOBILE RIVER and PEARL RIVER are still operating to Florida and perhaps 8 PC stainless steel sleepers are still operating on Amtrak trains.....it seems likely that no Official Passenger Equipment Register will be issued for 1972. The cars which would be listed are mostly Amtrak's anyway, and this is not enough to justify continued publication.....

.....In Philadelphia, SEPTA re-electrified Route 15 on January 30. The cars needed came from Luzerne to Woodland (air-electrics). They replaced all-electric cars which were transferred to Callowhill to equip the line.....Auto-Train has experienced greater sleeping car demand than originally anticipated. 3 RF&P 10-6 sleepers and six Santa Fe REGAL-class cars have joined 5 UP cars in their sleeper fleet.....the last of the infamous SP "Automat" cars has been withdrawn as a coffee shop car was installed on the DAYLIGHT. SF coaches are on the San Diego to Seattle service now.....ERIE LACKAWANNA's MU service uses about 190 cars in the rush hour, including four club cars. Just as the MU coaches have cane seats, the club cars have wicker chairs which look more at home down at the shore. These vintage arks operate an important component of what many consider the East's finest commuter service. Although the motor cars are the same age as Reading's, their design and paint scheme make them appear older than RDG's.....Penn Central's 1972 locomotive order for 200 units was split between EMD [100 GP38's (7940-8039), 50 SW1500 road-switchers (9510-9559)], and General Electric [50 U23B's (2700-2749)]. Notable is the lack of any turbocharged EMD's or any C-C units. Also, it includes the first large purchase of switchers in fifteen years.....Latest reports show the PC to have retired its last FM units. Electrics remain unchanged, as follows: 109 GG1's, 66 E44/E44a's, 2 B1's, total 177 PRR electric units. Also, include 10 E40's, 10 E33's (20 former NH), and 14 P2's, 2 T3's, and 7 S1's (23 former NYC), for a total of 220 units. The last FA2, 1302 (ex-NYC) was still on the December roster.Long Island had 5 FA2's in service by mid-January. They were deployed to Patchogue (2) and Ronkonkoma (3). One car on each train has had an M-1 type toilet installed. Originally, they had no toilets when used as electric trailers. The 6th and final unit is due shortly.....Florida AMTRAK trains ran extra cars during the Holidays, but seem to have settled down to their scheduled makeups since. Extra cars may show up later in March and April as vacationers return from Florida.The FLORIDIAN has received the Santa Fe baggage-dormitories which recently were running on the TEXAS CHIEF. Dining car crews now use the dormitory-lounge cars on these trains.....Santa Fe baggage cars have replaced old cars on the GM&O, but they haven't shown up here yet. Ex-GN diners are on the GM&O until AMTRAK gets its own cars into that pool.

(Continued on Page 4)

"ON THE SCENE" (Continued from Page 3)

.....Southern Railway ran their SOUTHERN CRESCENT in two sections Washington to Atlanta around Christmastime. Extra coaches included CofGA streamlined types and SOU standard cars. One CofGA coach in IC colors for the old CITY OF MIAMI is now lettered SOUTHERN and renumbered 906.....AMTRAK has settled on a renumbering scheme. All cars will get a four-digit number with the first two digits representing the car type. The major feature is that coach numbers will be based on seating capacity (i.e., all 48-seat coaches will be in the 4800 series).....That's about all for this month. Below on this page is reproduced an AMTRAK performance chart for the period 5/1 through 10/4/71, from Transport Central. -----E.S.

AMTRAK ON-TIME PERFORMANCE BETWEEN BASIC SYSTEM END POINTS May 1 thru October 4, 1971			
Railroad(s)	End Point Pairs	% On Time*	Average Minutes Late
PC	NY-Boston	88.7	34
PC	NY-Washington	86.8	37
PC	NY-Buffalo	59.4	34
PC	NY-Chicago	67.5	42
PC-MP	NY-Kansas City	54.4	63
PC-RF&P-SCL	NY-Miami	49.6	66
PC-RF&P-SCL	NY-Tampa/St. Pete.	76.4	54
PC-SOU	NY-New Orleans	+	+
PC	Detroit-Chicago	79.1	39
C&O	Newport News-Cincinnati	86.6	29
PC	Washington-Chicago	56.5	85
PC	Washington-St. Louis	61.1	48
GM&O	Chicago-St. Louis	60.3	28
PC	Chicago-Cincinnati	63.8	25
PC-L&N-SCL	Chicago-Miami	38.1	66
PC-L&N-SCL	Chicago-Tampa/St. Pete.	48.4	65
IC	Chicago-New Orleans	47.3	54
ATSF	Chicago-Houston	87.2	64
MILW-BN	Chicago-Seattle	61.1	76
BN-UP-SP	Chicago-Oakland	46.6	65
ATSF	Chicago-Los Angeles	58.2	73
SP	New Orleans-Los Angeles	66.4	78
BN-SP-ATSF	Seattle-San Diego	37.4	65

* Trains are considered to be on-time if they arrive no later than 6 minutes behind schedule
+ Non-AMTRAK route

Ex-Reading 2102 "Coming Home" On CNJ Feb. 26, 27

The ex-Reading T-1 4-8-4 #2102 is "coming home" - at least close to home for the first time since she left RDG rails almost ten years ago. Two round trips will be operated on Jersey Central between Elizabeth, N. J., and Bethlehem, Pa., on Saturday and Sunday, February 26 and 27, 1972. Both trips leave Elizabeth 9 a.m., return at 5:30 p.m. Fare is \$19.95 for adult tickets, and \$12.95 for children's tickets. As is usual with Greenbrier Railroad, who is sponsoring the excursion, auto stickers are available for \$1.00 each when ordering tickets, and \$5.00 brings a sticker and itinerary for those wanting to chase the trip. It will be interesting to see 2102 travelling familiar trackage again.

Reading Opens TOFC Facility

The Reading has opened its new Trailer-on-Flat Car (TOFC) Terminal at 2nd st., and Erie Avenue, on the site of the old Erie Avenue yards. The facility covers 11 acres, and is capable of handling more than 25,000 trailers per year. One of the main features of the facility is a 40-ton Drott gantry crane, which straddles two tracks, the first in the Philadelphia area. 125 trailers can be handled trackside at any one time. Electronic weighing is available on a 70 foot long platform scale holding up to 60 tons. There are additionally 74 parking spaces available within the facility. The former double track through the area has been single-tracked and CTC has been put in. The entire area is radio-equipped, from base station to mobile crane to yard trucks. The area is also well protected by an 8-foot chain link fence and mercury vapor lighting. It's a far cry from the old Wayne Junction facility, and it should be a big help to Reading in gaining a good share of Philadelphia TOFC loads.

1971 LOCOMOTIVE ORDERS

Purchaser	No.	Wheel Arrangement	Horse- power	Builder
Alabama By-Products	1	B-B	1,000	EMD
Alton & Southern	4	B-B	1,500	EMD
Atchison, Topeka & Santa Fe	37 15	3,600 3,600	EMD GE
Atlanta & St. Andrews Bay	1	B-B	2,300	EMD
Auto Train	5	B-B	3,600	GE
Baltimore & Ohio	65	B-B	3,000	EMD
Belt Railway of Chicago	6	B-B	2,000	EMD
Bessemer & Lake Erie	6	C-C	2,000	EMD
Birmingham Southern	2	B-B	1,000	EMD
Burlington Northern	25 20 25 15 15 5 15	C-C C-C C-C B-B C-C B-B C-C	3,600 3,000 3,000 1,000 3,000 1,000 3,000	EMD GE EMD EMD GE EMD EMD
Chesapeake & Ohio	50 10	B-B B-B	3,000 3,000	EMD GE
Chicago, Milwaukee, St. Paul & Pacific Chicago Short Line	4 1	C-C B-B	3,600 1,500	GE EMD
Clinchfield	10 7	C-C C-C	3,000 3,600	EMD GE
Colorado & Southern	7	C-C	3,600	EMD
Denver & Rio Grande Western	20	B-B	3,000	EMD
Department of Transportation	1	C-C	3,000	GE
DeQueen & Eastern	3	B-B	3,000	EMD
Detroit, Toledo & Ironton	6 2	B-B C-C	2,000 2,000	EMD EMD
Duluth, Missabe & Iron Range	8	C-C	2,000	EMD
Elgin, Joliet & Eastern	2	B-B	1,000	EMD
Florida East Coast	10	B-B	3,000	EMD
Georgia Power	3	B-B	1,500	EMD
Grand Trunk Western	12	B-B	2,000	EMD
Great Lakes Steel	1	B-B	1,000	EMD
Gulf, Mobile & Ohio	20 10	B-B B-B	2,000 1,500	EMD EMD
General Motors Diesel, B.C.	1	C-C	2,000	EMD
Houston Belt	3	B-B	1,500	EMD
Indianapolis Union	1	B-B	1,500	EMD
Kansas City Southern	9 14	C-C B-B	3,000 1,500	EMD EMD
Kentucky & Indiana Terminal	5	B-B	1,500	EMD
Lake Erie, Franklin & Clarion	1	B-B	1,500	EMD
Lehigh Valley	4	B-B	2,000	EMD
Louisville & Nashville	10 30 10 20 10	C-C B-B B-B C-C B-B	3,000 2,000 1,500 3,000 2,000	EMD EMD EMD GE EMD
Missouri Pacific System*	5 45	C-C B-B	3,000 2,000	GE EMD
New Orleans Public Belt	1 6 2	B-B B-B B-B	1,500 1,000 1,500	EMD EMD EMD

The information on this page has been reprinted from the January 31, 1972 issue of RAILWAY AGE Magazine.

Purchaser	No.	Wheel Arrangement	Horse- power	Builder
Norfolk & Western	35 15 25	B-B C-C B-B	2,000 3,000 3,000	EMD EMD EMD
Pacific Power & Light	1	B-B	2,000	EMD
Penn Central	50	B-B	1,500	EMD
Phelps Dodge, Pittsburgh & Lake Erie	2 20	B-B B-B	2,000 1,500	EMD EMD
St. Marys	1	B-B	1,500	EMD
St. Louis-San Francisco	6 20	B-B B-B	1,500 2,000	EMD EMD
St. Louis Southwestern	8	B-B	1,500	EMD
Seaboard Coast Line	57 3 21 14 3	B-B B-B C-C B-B B-B	3,600 3,000 3,600 Mates Mates	GE EMD EMD GE Custom Services
Soo Line	7	C-C	3,000	EMD
Southern	30 5 5 29 28	C-C C-C B-B C-C B-B	3,000 3,300 2,300 3,000 2,000	EMD GE GE EMD EMD
Southern Pacific	97 80 104	1,500 3,300 3,600	EMD GE EMD
Terminal Railroad Assn. of St. Louis	6	B-B	1,500	EMD
Texas Mexican	2	B-B	2,000	EMD
Union Pacific	20 50	C-C C-C	3,000 3,000	GE EMD
U.S. Steel	1	B-B	1,000	EMD
Western Maryland	5	B-B	3,000	EMD
Western Pacific	15	B-B	2,250	GE

*Includes Missouri Pacific, Texas & Pacific, Chicago & Eastern Illinois and American Refrigerator Transit.

1971 LOCOMOTIVE ORDERS, CANADIAN DOMESTIC

Purchaser	No.	Wheel Arrangement	Horse- power	Builder
Algoma Central	3	C-C	3,000	Diesel Div., GMC
British Columbia Hydro & Power	2	C-C	2,000	Diesel Div., GMC
Canadian National	35 16	C-C B-B	3,000 2,000	Diesel Div., GMC Diesel Div., GMC
CP Rail	64	C-C	3,000	Diesel Div., GMC
Pacific Great Eastern	4 3	C-C C-C	3,000 3,000	MLW MLW
Quebec Cartier Mining	4	C-C	3,600	MLW
Quebec North Shore & Labrador	15 20	C-C C-C	3,000 3,000	Diesel Div., GMC Diesel Div., GMC

Penn Central Sets Auction Date

Most of our members have already learned the information, but for those who haven't, or who have misplaced it, we are reprinting below the Penn Central news release regarding the auction in March.

Penn Central Transportation Company has announced plans for an auction sale of the contents of the former Pennsylvania Railroad's Museum and Library. More than 100,000 items representing the most unusual and historic collection of railroad memorabilia, will be offered for public sale.

The auction, to be conducted by the Samuel T. Freeman Company of Philadelphia, will be held in the south concourse (Market Street side) of Penn Central's 30th Street Station, Philadelphia, on March 20, 21, and 22. If necessary, the sale will continue on March 23. The items for auction will be on public display at the same location from March 13 through 18, 9 a.m., to 5 p.m.

"It is the most unusual auction which the Freeman Company has been involved in during its 165-year history," said John Freeman, president of the auction company. "We expect a large turnout because of the great interest in the history of railroading".

Items for auction include: fittings from the John Bull locomotive, paraphernalia from the Old Portage Railroad, locomotive number and registry plates, trade books and publications pertaining to the railroad industry (some dating from the mid-19th century), copies of the Official Guide of the Railway (from 1870), coins and medals from the 1876 Centennial, the 1893 Columbia Exposition, and the 1926 Sesqui-Centennial.

Also, old railroad passes, tickets, timetables, books of rules, railroad script, maps, blueprints, old photographs and glass negatives, slides, scale models of antique equipment and much more.

Itemized catalogues will be available on the days of exhibition and sale for \$1. Interested parties may purchase catalogues by mailing \$1.50 to the Freeman Company, 1808 Chestnut Street, Philadelphia, PA 19103.

The admission charge to both the exhibition and sale will be \$2 per person. Souvenir rail tickets (a reproduction of a rail ticket to the 1876 Centennial) will be given visitors admitting them on all exhibition and sale days.

Additional information may be had by contacting Robert I. Alotta, Manager-Special Projects, of the Penn Central, at 215-594-3126.

AMTRAK Drops "Lakeshore" Jan. 5

AMTRAK'S first casualty has been the "Lakeshore", running between Chicago and New York over the former New York Central mainline. AMTRAK discontinued the train on short notice on January 5.

A spokesman for AMTRAK had said the train was discontinued because, after assurances from the Governors of New York and Ohio that they would reimburse AMTRAK for losses incurred on the train, no one came up with the money. The train had cost AMTRAK \$3.6 million to operate, but only Ohio had come up finally with the money, through a sales tax.

The service had been carrying about 40 passengers a day, and the stops in points like Cleveland were in out of the way industrial districts. That section of the train from Buffalo to New York will still continue, of course, under the Empire Service setup.

General Railroad & Transit News:

BOSTON AND MAINE: Boston and Maine trustees have filed a plan with the ICC whereby they predict that B&M can be profitable by January 1, 1975. The overall setup calls for sale of the commuter lines and operations to the MBTA for \$56 million, and issuance of \$22 million in 8% bonds, and \$21 million in new stock. B&M lost \$6.5 million in 1970, and the trustees predict that it could earn the same amount by Jan. 1, 1975. Maine Central had offered to purchase B&M's line between Portland, ME and Worcester, MA for \$5. million, but was turned down by B&M.

PENN CENTRAL: President William H. Moore is continuing aggressive plans to get PC back on its feet. The 1972 program calls for 6,700 new freight cars, rebuilding another 14, 840 freight cars, 200 new locomotives (see El Simon's column, p. 3), 218 miles of new rail, and \$15.5 million for class yard improvements. The estimated PC deficit for 1971 should be about \$275 million, compared with \$326 million in 1970.

PATCO: PATCO improved morning rush hour service on the Lindenwold line on January 17. A new four car train was scheduled, leaving Ferry Avenue center track at 7:50 a.m. Other adjustments made to allow for the new train were: the Philadelphia Local out of Lindenwold at 7:30 was rescheduled to 7:29, the Philadelphia Local from Lindenwold at 7:35 was changed to a Philadelphia Express at 7:36, and the train leaving Lindenwold at 7:40 was changed to a Special and does not stop at Ferry Avenue. PATCO says there will now be 288 more rush-hour seats due to these switches.

AMTRAK: Has been testing the TurboTrain on the "West Virginian" between Washington, DC, and Parkersburg, WV, the "Harley Staggers" train. AMTRAK was pleased with the performance of the train over the B&O line which features steep grades and some pretty sharp curves. The performance of Mr. Staggers' pet train, however, leaves much to be desired for AMTRAK to ever turn a profit. About 4 passengers per trip ride the run west of Cumberland, MD. This doesn't make too much sense, to say the least.

PC Cornwells Heights Mishap Details

On January 17, 1972, at 2:57 a.m., a steel extension being placed atop one of PC's catenary structures at Cornwells Heights on the main line New York-Washington broke away from the main structure and fell across the wires over the 4 tracks, completely breaking them and tying up traffic in the Corridor service. We are listing below those trains which were annulled and will leave you to search your AMTRAK timetables and determine the specific units. Train #11 (Flexi-Van mail) was delayed 2' 41" as it operated via Trenton Cut-Off, and did not pick up at 44th Street. Trains 101, 237, 123, 211 and 181 were annulled at New York. #201 ran MU equipment to Trenton, annulled beyond that. #103 was annulled New to Philadelphia and was represented by #100's equipment Philly-Washington. #81 operated via Trenton Cut-Off, but swapped GG1 4920 at Morrisville for 4878, account no water. #105 was annulled New York to Philly, was represented by 102's equipment Philly-Washgtn. #207 operated MU equipment to Trenton, terminated there. #43 operated via Trenton Cutoff - 41" delay (KEYSTONE). MU extra 214, 1 car operated North Philadelphia to Lancaster with passengers for #43 above. #141 combined Philadelphia with #143. # 143 operated via Trenton Cut-Off. #107 annulled New York to Philadelphia, represented Philadelphia to Washington by 104's equipment. #109 was annulled New York to Philly, represented by #106's equipment Philly-Washington. For the north-bound see p. 8

PC MISHAP AT CORNWELLS HEIGHTS (Continued from Page 7)

Northbound, the service adjustments were as follows: #254 operated via Trenton Cut-Off; departed Penn 7:01 a.m., 28" min late; passed Millham 11:22 a.m., after : having trouble taking water at Trenton due to freeze - total delay 4'07". Train 3818 left Trenton on time after connecting with MU extra picking up passengers at Levittown. #200 operated via Trenton Branch. #170 annulled at Washington. Trains 256 and 84 were annulled at Philadelphia, and 120 and 86 were annulled, period. #202 operated as a passenger extra to Thorndale, then via Trenton Cutoff. #40 (BROADWAY LIMITED) operated via Trenton Cut-off, delay only 28" - real good showing. #100 terminated at Philadelphia, went back to Washington as 103. #204 was combined with #206. #140 changed engines at Philadelphia, went to Thorndale, and then via the Trenton Cut-Off. #102 was terminated at Philadelphia, went back to Washington as #105. #206 had been combined with #204, went via Thorndale and the Cutoff. #104 was terminated at Philadelphia, went back to Washington at #107. #172 operated via Trenton Cut-Off, 3'08" delay. #10 (Flexi-Van mail train) operated via Trenton Cut-Off, 1'07" delay.

All in all, PC did a miraculous job of trying to get things running in orderly fashion again. To show how hard things were, and how fast PC tried to get them back in shape, consider this: The mishap occurred at 2:57 a.m. The first wire train was ordered from Morrisville at 3:34, with locomotive 6875. At 3:56 a.m., the Philly wire train, with Baldwin 8377, which was working around SHORE tower, departed for the scene. At 7:15 a.m., Wilmington wire train was ordered to the scene, using locomotive 8031 (Baldwin switcher). At 12:05 p.m., the Enola wire train was ordered to the scene, using engine 7867 (GP38). The first train through the scene was #108, with Metroliner 889, at 3:39 p.m. - track #1 had just been cleared at 3:36 p.m., for 30 MPH operation.

PC estimated the cost in damages was \$100,000. Numerous other trains were delayed or held up at Holmes tower to allow opposing trains to operate.

The fact that PC made every attempt to provide some kind of service, no matter how lengthy the delays, was a credit to the fact that someone is trying to operate the railroad in a fashion which hasn't been the case in the past. It seems like mishaps such as these always hit a fellow (in this case PC) when they're down....but those who are down sometimes are more determined than ever to get up.

The Reading Company was hit with a similar mishap the same week - the old Swift meat packing plant at 8th and Girard caught fire about 7:30 a.m., tying up RDG's rush-hour inbound. Trains were terminated at Wayne Junction, and stops were made at Logan for all passengers to transfer to the Subway. Who says rail transportation isn't flexible and capable of adjusting to situations any more????

ROBERT L. EASTWOOD, JR.,
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