

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

NOVEMBER, 1974

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OUR NOVEMBER PROGRAM: The ANNUAL AUCTION. There will be no Business Meeting, and the Auctioneer's gavel will sound at 7:30 p.m. Registration and inspection from 7-7:30. Forms are enclosed with this issue of CINDERS. The auction will end at 11:00 p.m., whether or not all items are sold. See auction rules enclosed for complete information. THE DATE: Friday evening, November 15, 1974, at 7:30 p.m. Buffet style dinner in the Dining Room at 6:00 p.m. The place: The Engineers' Club, 1317 Spruce Street, downtown Philadelphia. SEE YOU THERE WITH A FULL WALLET - DUST OFF SOME OF THOSE OLD ITEMS, TOO.

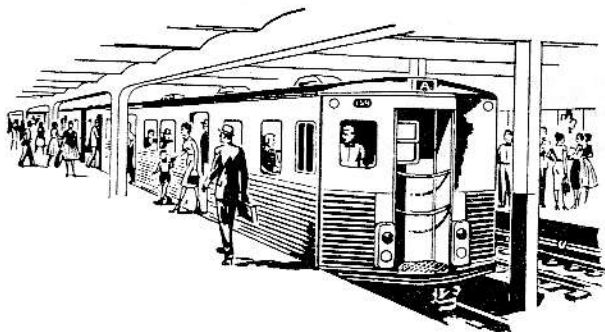
DINNER RESERVATIONS: We will continue the Buffet Style dinner as a permanent feature of our meetings. The menu has been varied each month, and the number of people coming for dinner has increased as a result. The standard price for dinner for the 1974-75 meeting year is \$6.00 per person, all inclusive. RESERVATIONS ARE MANDATORY and MUST be phoned to Frank Tatnall at 828-0706 before Monday evening, November 11, 1974 - you may phone Monday evening, BUT NO LATER. Come out and join us for Dinner.

ENGINEERS' CLUB EXTENDS FACILITIES: The Engineers' Club has extended an invitation to our members to utilize their bar and dining room facilities on Thanksgiving Day and New Years' Day, on a cash basis. We're appreciative of the Club making this offer, and hope that those of you who may wish to attend the Thanksgiving Day Parade and the Mummies' Parade will want to utilize the facilities. Please remember dress regulations.

SILVERLINER IV TRIP BIG SUCCESS: 157 people took part on the Silverliner IV trip on November 3 and it was quite successful. Our thanks go to the Reading and their people for another fine trip with the new cars. We were even treated to a Chessie System freight eastbound at West Trenton for the shutterbugs. (which is all of us, right?)

DECEMBER MEETING: December meeting is Friday, December 13, 1974 - 2nd Friday. CINDERS deadline for the December issue will be Wednesday, November 27. All material must be in the hands of your President by Wednesday for publication.

JOHNNY CASH & 4501 ON TELEVISION, NOVEMBER 22: Prime time television railroading will take place Friday evening, November 22, 1974, on Channel 6 at 10 PM, ET. "JOHNNY CASH RIDING' THE RAILS, THE GREAT AMERICAN TRAIN STORY", includes scenes in the South with Southern Railway's 4501, plus shots at Stone Mountain, GA, Promontory Point, UT, and Canon City, CO. BE SURE & MARK YOUR CALENDAR FOR WHAT PROMISES TO BE A GREAT EVENING OF TV ENTERTAINMENT ON RAILROADING!!!



"In Transit"

by E. Alfred Seibel

.....SAN FRANCISCO: Southern Pacific has applied for a more than 100 per cent fare boost on its Peninsula commuter line. San Francisco Municipal Railway is taking an option on 20 additional Vertol cars to bring the Muni total to 100.....LAS VEGAS: The City Commissioners have approved a resolution authorizing Rohr Industry to seek private financing for a personal rapid transit monorail, connecting the Las Vegas Strip with McCarran Airport. Approximately \$190 million is the estimated cost for the 22-mile monorail, where the proposed cars will seat 12 passengers.....SAN DIEGO: A Regional Master Plan for 1995, calling for 60-70 miles of "intermediate capacity fixed guideway" has been approved by the regional association of governments for San Diego. Costs of the system is in the \$1 to \$2 billion range.....PORTLAND, OREGON: Oregon Governor Thomas McCall threw out 6 of the 7 Transportation Authority directors when they kept coming up with bus plans for Portland. The Governor admires the light rail systems of such cities as Frankfurt. Portland plans to begin its own system utilizing the inner part of the onetime electric interurban (now dieselized) to Oregon City. The purchase of that line is being negotiated and Portland has taken a \$7,500 option with the Toronto Transportation Commission on 15 PCC cars.....TORONTO: The Toronto Transportation Commission intends to purchase 200 new trams at the cost of between \$200,000 and \$250,000 apiece. The first 20 cars are to be delivered in 1977, followed by 80 in 1978 and 100 in 1979. The TTC has rejected articulated cars to avoid having to rebuild the transfer table at Hillcrest Shops. The new cars will be about the same size as their PCC units. Construction of the Spadina subway started in July and is expected to cost \$155 million for the 6.25 mile line. The line will be in subway as far north as Eglinton, and on the surface to Wilson; the last mile in the median strip of the truncated Spadina Expressway. And, the TTC will take delivery of 88 new subway cars from Hawker-Siddeley late in 1974, bringing their subway car fleet up to 498 units.MONTREAL: The flanged steel wheel on the steel rail returns. A separate electric transit line is to be constructed between center city Montreal to the new Ste. Scholastique (Mirabel) Airport, 40 miles to the north, by 1980. So-called advanced technology systems were rejected account of Montreal's cold, snowy climate.....ATLANTA: It is hoped construction will commence early next year of the 54-mile transit system. The MARTA rail car design is under contract with Sundberg-Ferar (designers of New York's M-1's); the car will be 75 feet long and 10-1/2 feet wide, to seat 70 to 76 passengers. MARTA will need 300 to 330 cars for the full system. Plans presently call for 39 stations of 54 miles of track, four main lines and four branches, including 10 miles of subway, 16 miles of elevated, and 28 miles at grade.....BUFFALO, NEW YORK: Revised plans call for an increase in underground routes, from 4.3 to 8.4 miles, which will increase costs from \$387 million to \$473 million. There will be 2.7 miles of elevated in the initial one-line system, which is planned to run from downtown to the Buffalo University's North Campus at Amherst. Future routes will be to North Tonawanda, Niagara Falls, east to Lancaster and East Aurora, and south to Angola and Hamburg. Present plans call for the use of existing rail lines for these suburban routes. NFTA cars have been designed by Peter Mullen-Monk Associates of Pittsburgh. They will be 67 feet long, 9' 6" wide, and seat 60, having top speed of 55 MPH. (CONTINUED ON PAGE 4)

"ON THE SCENE"



with El Simon

.....The October 27 Corridor schedule change added one weekday round trip between Philadelphia and New York (essentially an Advance Southern Crescent). The only other change is to terminate the Friday-only Mayflower at New Haven instead of Boston..... AMTRAK made it through the weekend of October 27 without resorting to CTA coaches from the New Haven line. Surplus cars from long-haul trains were sufficient to handle all weekend traffic for the first time since last Christmas.....Dining cars remain in short supply and the New Englander usually does not carry the car it is diagrammed for. There are several midwest trains in the same boat - an illustration of Amtrak's battle to keep its aging fleet going - a battle they sometimes seem to be losing..... AMTRAK's five-year plan includes the purchase of 25 more GE diesels and 13 GE electrics in late 1976. By then, no GG-1's will remain in AMTRAK's fleet and only 125 older diesel units.....35 additional Turbo units (seven trains) would be purchased for the Empire Service and 200 additional single-level cars would be ordered as well. Presently, Amtrak has 257 Metroliner-type cars, 55 Turbo cars on order, and is about to order 235 high-level cars. (An additional order for 35 Metroliner-type cars has been placed with Budd, placing the backlog at 292). In all, almost 800 new cars would be ordered. They would replace about 640 older cars plus the leased cars, but each car will carry more than those they would replace.....Something like 1,000 existing cars will be retained, but rebuilt with standardized components and electric heat. These would be hauled by 160 diesels converted to electric heat and, of course, all 50 GE diesels will come with electric heat. Mostly, these will be Budd-built cars (which were of longer-lasting all-stainless-steel construction).....New GENERAL ELECTRIC MU's at this writing total 20 SEPTA and 24 NORTH JERSEY cars on PENN CENTRAL lines, although all are not in service. The two groups are different in many ways (braking, seats, toilets, center-doors, for instance), but the basic car body is the same.PENN CENTRAL began the retirement of six "red cars" a month in August. At this rate, they'll be around a while.....READING has not yet written off any of its MU cars, and, in fact, they are still repainting a few cars. Probably less than ten cars still have the old blue plush upholstery.....PENNSYLVANIA-READING SEASHORE LINES has the damaged RDC 9971 at Atlantic City - this was a B&O unit stored for some time at Baltimore, and originally, a C&NW car.....AMTRAK RDC-2 #35 has been refurbished at Reading Shops and it now back at New Haven. Sister 34 has gone to Reading Shops. Meanwhile, RDC #31 was badly damaged near Chicago, while on the Dubuque train.....Most of the cars AMTRAK had leased for the summer have been returned, and only PENN CENTRAL and BURLINGTON NORTHERN cars are still leased. PC leased Parlor 7138 is back in service - this is the car in the "Clocker" pool, so it is tied up in the continuing litigation over these trains. The same is true of Parlor-observations 7126-7129, but only 7126 runs in Clocker service.....Only perhaps 150 AMTRAK-owned cars remain in use which are un-renovated, and they are gradually going into the various shops for renovation. The greatest concentration is on the BN transcontinental trains to Oakland and Seattle. Other "pockets" of non-refurbished cars remain - like SANTA FE baggage cars on the Floridian and Milwaukee Road coaches on the Chicago-Milwaukee trains.Some of the PENN CENTRAL cars stored at Penn Coach Yard moved to Beech Grove Shops in September and October and reports had it they were part of a group of cars sold to AMTRAK. If so, it will be several months before any would be ready for service.

(PLEASE TURN TO PAGE 4)

"ON THE SCENE", Continued from Page 3

.....Mexico is one country where you can still ride the classic heavyweight sleepers - 65 cars were on the NdeM roster as of August 1973 and other lines had another 17 as well. Most of these NdeM cars came from the NEW YORK CENTRAL in 1957, but a few cars from the original group of cars they bought from CHESAPEAKE AND OHIO in 1950 are still in service.....AMTRAK has returned the Floridian to its former route over the PENN CENTRAL through Indianapolis, but the JAMES WHITCOMB RILEY now runs permanently over the C&O between Chicago and Cincinnati, stopping at Peru, Muncie, and Richmond, IN. A bus connects Muncie with Indianapolis.....Most snack-bar coaches now serve pre-packaged hot meals (the type featured in the parlor-club cars). Usually, one breakfast and two lunch or dinner selections are featured to comply with ICC service standards. However, Boston-Washington cars are stocked only once per round-trip and often run out. Boston-Washington trains also have one coach in which 20 seats are reserved, again to meet ICC standards.....The Boston-Washington pool of coaches is mostly composed of former SCL and PC stainless-steel coaches today. A few steel cars from RF&P, L&N, and C&O can be seen and several ex-UP leg-rest coaches are operated. In general though, the trains are composed of fluted stainless-steel cars which present a fairly unified appearance. Everything is now in AMTRAK except a handful of PC 2900 series coaches awaiting refurbishing and an occasional snack-bar coach. The Clockers are still 100% PC, due to litigation over their status.....NEW HAVEN Division of PENN CENTRAL still runs five rush-hour trains with FL9's. Two run to Danbury and three to New Haven. Bars cars still include the two observations (WATCH HILL and BUNKER HILL) operating mid-train.....NEW HAVEN MU coach 4452 has been rebuilt with 80 seats and a bar, while MU combine 4670 has been rebuilt as a commuter-club car....both leave Grand Central Terminal on the 5:20 p.m., train to New Haven.....the 6000-series coaches you may notice in Corridor service are renumbered as their seating capacity is increased. Seating is simply moved closer together, which cuts leg-room. 40 cars have been re-seated to date. Most are ex-SCL cars.

"IN TRANSIT", Continued from Page 2

Stations have been designed for 6-car trains operating on a two-minute headway.....
ROCHESTER, NY: Light Rail Vehicles for Rochester and the existing, but unused City Subway will be utilized along with existing railroad routes of the B&O and PC. The line will run north 20 miles to Henrietta. To the south, LV and EL rights-of-way will be used. Other cities planning assorted types of rapid transit are Detroit, Miami, Denver, Dallas, Tampa, and Edmonton, Calgary and Vancouver in Canada.....
NEW JERSEY-NEW YORK: September 16, 1974 saw a new 7-car train operating over the ERIE LACKWANNA tracks from Port Jervis to Hoboken. This is an MTA operation in cooperation with the State of New Jersey. The pact also has the approval of New Jersey's Commuter Operating Agency. The new air-conditioned coaches are in the now familiar silver and blue MTA colors and diesel-hauled, replacing the EL's Stillwell cars. The schedule calls for two trains out of Port Jervis (87.2 miles from Hoboken), one with seven cars and the other with five. There is also one train out of Monroe (48.4 miles from Hoboken) also made up with seven cars. On Saturdays, one train will make the round trip.....High level platforms at 11 New York City stations on the PC's Harlem and Hudson lines will be constructed, scheduled for completion during the summer of 1975. All will be outside platforms, except at Morris Heights, University Heights, and Marble Hill, which will receive island type platforms. Marble Hill will be relocated to the west side of Broadway, because of the curve at the present location. The four-track right of way will be reduced to three from Spten Duyvil to Mott Haven. High Bridge Station on the Hudson Line, and Melrose on the Harlem Line will be eliminated.