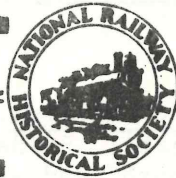


# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



## Cinders

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

DECEMBER, 1974

### Christmas Greetings

AND BEST WISHES FOR THE NEW YEAR

PRESIDENT: R. L. Eastwood, Jr., P. O. Box 41, Huntingdon Valley, PA 19006  
1ST VICE-PRESIDENT: Frank G. Tatnall, Jr., P. O. Box 289, Plymouth Meeting, PA 19462  
2ND VICE-PRESIDENT: John R. Pawson, 1712 Alba Road, Willow Grove, PA 19090  
SECRETARY: George V. Arnoux, 2208 Murray St., Philadelphia, PA 19115  
TREASURER: Earle P. Finkbiner, 1115 Cherry Street Extension, Wellsboro, PA 16901  
DIRECTOR: Albert J. Pfeiffer, Jr., 220 Lorna Drive, Hatboro, PA 19040  
EXCHANGE EDITOR: William P. MacIver, Jr., 200 E. Willow Grove Ave., Philadelphia, PA 19118 (PLEASE SEND ALL EXCHANGE COPIES TO THIS ADDRESS)  
MEMBERSHIP DIRECTOR: Samuel L. James, 509 Brookview Lane, Havertown, PA 19083  
PUBLICATION SALES: Harvey Seligsohn, 1220 Fanshawe St., Philadelphia, PA 19111

### A Holiday Message

As we approach this festive time of year, I think we might pause and count the blessings and good fortune each of us has enjoyed through our association with each other in this Chapter and the larger Society as a whole. We are a unique group, due to our unparalleled enthusiasm and support of a commercial industry, its equipment and its people. It is a well-known fact that few other industries have ever seen developed the solid backing that the rail transportation industry has.

Unusual, too, are our widely diversified backgrounds which find Christian and Jew, black and white, rich and poor, executive and rank-and-file all meshed together in one group devoted to one common interest - preservation and enjoyment of rail transportation history. With this in mind, we can take satisfaction in the thought that we can leave behind the problems and troubles of a complex World one night a month to participate in this hobby and fellowship, a gift which each of us has been so fortunate to receive.

Marie joins me in sending Very Sincerest Wishes for a Happy Holiday Season, and may each of you be blessed with Health, Peace and Prosperity in 1975.

*R. L. Eastwood, Jr.*  
R. L. EASTWOOD, JR.,  
President

PHILADELPHIA CHAPTER NEWS:

OUR DECEMBER MEETING: Will be held one week earlier, on the second Friday of the month rather than the usual third Friday - the date: Friday evening, December 13, 1974. We've got a varied program for you this month, and we hope that you'll come out and join your fellow members in this Holiday meeting. We will have two 16mm films, one of which will pertain to transportation "history" in Philadelphia. Also, we'll have what promises to be a fine slide program on the 1974 San Francisco Convention, including some Amtrak, Rio Grande passenger trips to and from the Convention, and a sidelight on British Columbia STEAM!! The slide program will be a combination of several members' efforts, and promises to be very worthwhile. Remember, dinner at 6:00 p.m. (See below for reservations) and our meeting at 7:30 p.m., SHARP!! The place: The Engineers' Club, 1317 Spruce St., downtown Philadelphia. Bring a friend.

DINNER RESERVATIONS: Dinner reservations (mandatory) for the December meeting must be telephoned to Frank Tatnall by Monday, December 9. Price is the usual \$6.00 per person. Phone Frank evenings at 828-0706. Come out and join us for an excellent buffet dinner, which features several varieties of all dishes, and seconds are available.

ENGINEERS' CLUB EXTENDS FACILITIES: As mentioned in November CINDERS, the Engineers' Club has extended an invitation to our members to utilize their dining room and bar facilities on New Year's Day, on a cash basis. If you're going to watch the Mummer's Parade, you'll want to take advantage of this invitation. Simply show your NRHS card if requested. Please do, however, remember dress regulations.

CHAPTER AUCTION BIG SUCCESS: Our 1974 Auction proved to be very successful. A total of \$574.65 worth of railroadians changed hands, and the proceeds to the Chapter were \$73.28, minus expenses of \$12.72, or a net to the Chapter of \$60.56. Special mention should be made of the contribution of Auctioneers Larry Steingarten and Rodger Fredrick who kindled the bidding spirit among those present. Also, Sam James was a big help in picking the lot material from the piles of things present to speed things along. Thanks from all of us for your help, fellows!! Also, we must mention material contributed by members Sam Battista and Dick Short, the total proceeds of which went to the Chapter. Jim Myers also contributed a couple of articles for the benefit of the Chapter.

CHANGE OF ADDRESS:

WEINBERG, Neil, 6301 N. 10th St., Philadelphia, PA 19141 (215-276-3659)

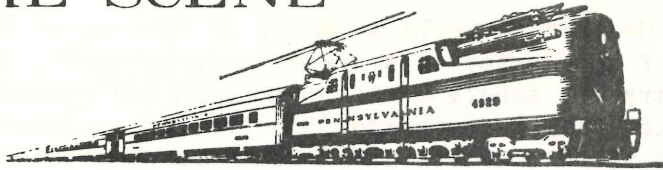
NEW MEMBERS:

BATTISTA, Samuel J., 308 Barker Avenue, Lansdowne, PA 19050 (215-622-7828)  
ROGOWSKI, Raymond A., MD, 51 Woodridge Rd., Thornton, PA 19373 (215-459-0673)  
SoRELLE, Frankie, 305 Elm St., Graham, TX 76046 (817-549-3274)  
THOMAS, William, III, 5131 Folsom St., Philadelphia, PA 19139 (215-471-9453)  
TULK, Waldo A., 4503 Tyson Ave., Philadelphia, PA 19135 (338-1415)

We're pleased to welcome the five new members above, and hope they'll enjoy their stay with us, and remain for a long time. Waldo's membership is a gift to him for Christmas from his mother - there's still time if you would like to give a Christmas membership to a rail enthusiast friend or relative. Contact Membership Director Sam James.

1975 DUES PAYMENT REMINDER: Dues bills for the 1975 year have been mailed, and many are being returned already. Let's try for 100% renewal this year. There's a lot that will be happening in the Chapter and Society in the next couple of years, and you won't want to miss out. Mail your check for \$9.00 today to Treasurer Finkbiner, or see him at the December meeting.

## "ON THE SCENE"



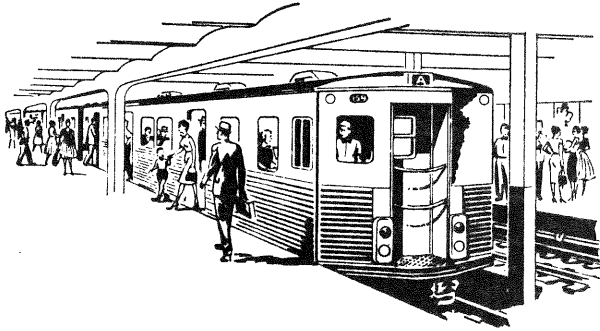
with El Simon

.....The biggest AMTRAK news comes on two fronts. The first of 26 new electric locomotives are under test at General Electric's Erie (PA) plant. Units 950-964 will initially be set up with steam generators, but another eleven will follow with electric heating for the new cars.....Then, AMTRAK finally purchased 65 cars from PENN CENTRAL. 29 coaches, 20 baggage cars and 16 other cars are involved. This purchase has been under negotiation for almost a year, and most of the cars have recently been moved to Beech Grove Shops. Only about five of these cars are presently running....the rest will require heavy repairs. The more exotic cars include "Alder Falls" - the only ex-PENNSYLVANIA "red" sleeper to go to AMTRAK, and 7146-47, the drawing room-parlors from the 1952 Congessionals.....AMTRAK's refurbishing program is adding about thirty "new" cars per month, with the remaining shop capacity tied up with running repairs and wreck rebuildings. Some of the cars which received immediate overhauls in 1972-73 have been going back for heavy overhauls - virtually all refurbished cars since mid-1973 have received heavy overhauls, and many non-Budd cars refurbished before mid-1973 also had heavy overhauls.....Como Shops at Minneapolis has been re-established as a heavy repair facility to keep the production of refurbished cars moving. As many BURLINGTON NORTHERN cars are still in their former livery, this move should mean these cars will start moving into the shops in greater numbers.....Although AMTRAK car interiors may all appear to be similar, the type of upholstery varies between shops and the period in which the car was refurbished. This is especially true of sleeping cars.....Other more subtle variations exist between overhaul points. For example, Beech Grove routinely paints all Budd cars grey above the windows and all of the roof - even though the cars are constructed of stainless steel. Woodcrest not only retains a diner's name, but even has restored car names which had been long missing (such as 8090 - "Fort Drum" - which had lost its name under SCL). But, Mechtron eliminates car names on some cars - like "ranch" cars 8150 and 8152.....You can usually tell which shops has completed a recent overhaul by noting the stencil on the trucks or vestibule end. For instance, a Beech Grove car would be stenciled "PC BG" for Penn Central-Beech Grove, and also show the date released.....The new Detroit train is running two coaches, a counter-diner, and a baggage through from New York. No cars have been added to the Empire Service pool for these trains except Counter-diners 8340-8342. PENN CENTRAL coaches operate to Detroit fairly often, in fact. The use of NEW YORK MTA suburban coaches on weekends has been largely eliminated.....BALTIMORE AND OHIO E9A #1457 is believed to be the only AMTRAK-owned E unit to remain in service under its old number. (Several SOUTHERN PACIFIC FP7's are likewise un-renumbered).....The last two standard-weight cars have been withdrawn from service on NEW YORK MTA's commuter routes. Both were commuter club cars replaced by MU 1037 and Coach 2179, both rebuilt as Club cars under their old numbers.....BOSTON is slowly receiving ex-NEW HAVEN stainless steel coaches to replace old ex-NEW YORK CENTRAL coaches. Coach 2591 has received a purple and silver paint scheme (all Boston commuter rail lines are to be collectively known at the "Purple Line" - understand one B&M RDC has been likewise done). .....JERSEY CENTRAL now has seven rebuilt Budd RDC's in service - usually on Bayonne shuttles, but also on evening mainline trains.....READING has reupholstered RDC's 9164-9166 with the tan upholstery now used on Silverliner II's.

(CONTINUED ON PAGE 4)

"ON THE SCENE", Continued from Page 3

.....Deliveries of GE MU cars to SEPTA stand at 28 cars as of November 25, plus 34 NEW JERSEY DOT cars. Ten of the Jersey cars are not yet accepted, pending correction of brake defects. SEPTA cars are single units up to 303, and production will then switch to married pairs which will be numbered 304-399.....Most READING Silverliner II's have been converted to WABCO couplers and I've noted numerous combinations of Silverliner II and Silverliner IV units. 9005-06 and 9012 still have the old couplers and run together as a rule. As I write this, only five PENN CENTRAL Silverliner II's and one Jersey Arrow have been converted to WABCO couplers.....Delivery of D&H's first two rebuilt Alco PA's has been delayed - possibly until early January. The first refurbished car for the D&H - diner 42, was returned to Hoover for correction of defects. It had been stripped of its stainless steel lower panels and received the name "Adirondack Lodge". This probably will set the pattern for the other cars in this program.



## "In Transit"

by E. Alfred Seibel

.....From NEW YORK, we learn one-half of the major rapid transit projects envisioned for completion in 1980-81 will be delayed due to the spiraling inflation costs. The important but controversial 2nd Avenue subway now will not be completed until at least 1986. The plans to include MTA's LONG ISLAND Railroad in the 63rd Street East River Tunnel has been dropped, as has the new Transportation Center in the vicinity of 48th Street and 3rd Avenue (the proposed new LIRR Terminal). Others delayed are the Super-Express route subway, utilizing the six-track LIRR right-of-way between Forest Hills and mid-town Manhattan; extension of the Queens Boulevard subway to Springfield Gardens; renovation of existing Bronx IRT Lines to feed into the 2nd Avenue Subway. Also, according to Transit Chief David L. Yunich, it is now doubtful if the link with the city subway system and the Kennedy Airport will ever be built. Four other rail extensions will be delayed until 1993-94. The 3rd Avenue Transportation Center has met with considerable opposition, primarily because the now under-utilized Grand Central Terminal could serve as the LIRR's new eastside midtown terminal, by establishing a junction at Park Avenue and 63rd Street.....The PATH extension from Newark, NJ to Plainfield has been apparently dropped by UMTA in Washington, due to NEW JERSEY DOT interest in acquiring the CNJ. Opponents of the PATH extension claimed it would only duplicate existing CNJ tracks and the money could be more wisely spent in building rail transit lines in areas not so served. From persons familiar with the "Aldene" route, what is most important is the upgrading of the CNJ-LV tracks and the double-tracking of the line between the PC and LV at Waverly.....From "ROLL SIGN", the publication of the Boston Street Railway Association, we learn that MBTA PCC #3326, a former Dallas car, has been converted to a sand car and now sports the yellow MBTA work car color. Also, during the winter of 1973-74, 33 PCC cars were scrapped by the MBTA. They had long been stored and deteriorated beyond reasonable repair.....In mid-November, four (4) Silverliner II's on PENN CENTRAL had been re-equipped with WABCO couplers to mate with Silverliner IV's - the PC cars are: 205, 216, 217, and 218.

(PLEASE TURN TO PAGE 5)

"IN TRANSIT", Continued from Page 4

.....The Brill-built single truck cars from Portugal are now operating on a 2-mile stretch of the former YAKIMA VALLEY. They were introduced to the public on August 28, with appropriate ceremonies and sport a brilliant red and white paint job - one car is numbered 1776 and the other, 1976. Service commenced on October 12 - fare: \$1.00.....

.....They've done it again! For the third time in less than two years, a train of MP54's on the PENN CENTRAL ran away down the grade into the Penn Center Suburban Terminal and never stopped until they smashed into the bumper post. This "derailment" occurred at 9:37 a.m., Sunday, November 10, when an empty train from the 30th Street MU Coach Yard, made up of cars 50, 468, 3521(ex-521), 454, 789 and 684 failed to stop. 50, a trailer, was demolished, with its center sill broken in two places. Its mate, 468, was heavily damaged and will be scrapped at 30th Street Yard, and 3521 suffered platform damage at one end. The cause, apparently the same as previous runaways - "failure to make proper brake tests prior to departure from the coach yard".....Spotted at the READING's yard at Modena, PA - PC MP54 #702, completely stripped of electrical equipment, windows and seats. Also on hand in that yard were PC box cars (PRR-NYC-NH) in various stages of disrepair, and nearly all white-lined. From NEW YORK, three of the St. Louis-built (1950) ex-NYC MU cars, not stripped - #'s 1047, 1049 and 1079. 1049 appeared to have undergone a recent overhaul, with new wheels and new rattan seat covering. Directly across the creek from the Reading yard lies Luria Brothers scrap yard. It was Sunday, and the yard was closed, but a burned out shell of a PCC car could be seen in a railroad gondola. Also, at Thorndale Yard of the PC were more MP54's awaiting interchange to the Reading and Luria Brothers torch.....Of the 338 cars delivered to BART by the Rohr Corporation, only 220 are available for service. The others are being repaired, modified, or tested. This has limited the system to 30 trains. Westinghouse, original supplier of BART's controversial train control system, will now supply and install 26 mini-computers at a cost of \$1.3 million. This will permit full operation of the San Francisco Bay tube - so says Westinghouse.....Connecticut DOT is purchasing three used Budd RDC's from the PENN CENTRAL to test the demand for commuter service between Enfield and Hartford, and possibly, Putnam and New London. 4000 names were signed to petitions asking for rail commuter service in these areas. The test should prove if people will be really willing to leave their cars at home and take the train.....

PHILADELPHIA PLEASE NOTE: The Penn Central and City of New York officials have reached an agreement to clean up railroad rights-of-way in the City, particularly the Bay Ridge-Hell Gate Route. 30 railroad gondolas will be assigned to this service permanently, and the City's Department of Sanitation will furnish the manpower.

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## MPRA Red Arrow Trip Dec. 15

Our friends from the Metropolitan Philadelphia Railway Association have planned a WINTER RAIL SPECTACULAR covering SEPTA's Red Arrow Division rail lines on Sunday, December 15, 1974. The trip will be in two portions - the morning trip, leaving the P&W platform at 10:00 a.m., a two car Strafford train, running both MU and separately!!! Photo stops and movie runs are scheduled, some with planned meets between the two 160-type cars. After a one-hour lunch break, the group will take to the broad-gauge lines for trips to Media and Sharon Hill in a center-door car. Tickets are \$5.00 each for morning and afternoon, OR a combination \$8.00 ticket for both events, if ordered before December 1. Tickets may be ordered from: MPRA Trip Committee, c/o Bob Gordon, 816 South Avenue, Apartment K-4, Secane, PA 19018. Information: Call 215-KI-4-2025. MPRA is not promising, but they say - "Who knows - a mantle of white might even cover the landscape"!!! This sounds like a great outing - Order your tickets today.

## From our Mailbox:

In updating our Excursion listing, we sent questionnaires to those who had taken part on our mainlines trips. One questionnaire was returned with the following letter:

"I received a letter from you awhile ago of maybe another train ride in March or April. It was very nice to let me hear of your possible trip, but I think I can not make the train trip, as I am not far from the eighties, so I will live on the memories of the two train trips I had with you. I will never forget those trips and you were so good to us and gave us a wonderful time. Many thanks again....."

Lizzie S. Hower  
5 East Maple Street  
Lebanon, PA 17042

The work involved in the various excursions we've run on the Reading seems all the more worthwhile when we get letters like the one we received from Mrs. Hower. And while we are sorry she feels she won't be able to be with us again, we're pleased that she's been left with the pleasant memories she has. RLEjr.

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## Winter Rails to Colorado

The Overland Chapter of the NRHS, through our National Vice President of Public Relations, V. Allan Vaughn, is operating a "Winter Rails" trip in February, 1975 via the Union Pacific, Burlington Northern, and Denver & Rio Grande Western railroads for the occasion of the return to regular excursion service of Union Pacific 4-8-4 #8444.

The trip will feature a trip from Chicago to Denver aboard the San Francisco Zephyr, leaving Chicago 4:30 p.m., Thursday, February 13, and arriving there on Friday, February 14. On Saturday, February 15, 8444 will pull an excursion train from Denver to Laramie, WY and return. Sunday is a free day. Monday, February 17, leave Denver at 7:00 a.m. aboard the Rio Grande Zephyr through famed Moffat Tunnel at Granby, CO, where there will be transfer to Continental Trailways back to Denver, and board the San Francisco Zephyr for the trip back to Chicago, arriving there at 11:55 a.m., on Tuesday, February 18.

Fare includes round-trip rail fare, Chicago to Denver and back, in accommodation of your choice; Three nights at Brown Palace Hotel in Denver, based on sharing twin-bedded room with bath; Transfer from Denver Union Station to hotel upon arrival; a Friday afternoon tour of Colorado Railroad Museum at Golden, Coors Brewery, and dinner at Old Heidelberg Inn; UP #8444 excursion Denver to Laramie & return; a dinner program at Brown Palace Sunday evening; and RIO GRANDE trip to Granby Monday with lunch and bus return to Denver. Fares are very reasonable: \$317 reclining seat coach; \$391 for roomette, and \$385 per person for bedroom. Separate rates are available for those desiring to arrange their own transportation to Denver. For those who are seriously interested in taking part in this affair, information is available for a 10¢, #10 stamped, self-addressed envelope to: V. Allan Vaughn, Secretary-Treasurer, Overland Chapter, NRHS, Inc., 320 Wisconsin Avenue, Apartment 511, Oak Park, Illinois 60302.

This winter weekend plus of railroading in Colorado sounds tremendous, and we suggest you reserve early to take part - a maximum of 40 reservations are being held.