

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

FEBRUARY, 1974

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: Paul Kutta, 1359 Green Hill Ave., West Chester, PA 19380
SECRETARY: George V. Arnoux, 2208 Murray Street, Philadelphia, PA 19115
TREASURER: Earle P. Finkbiner, P. O. Box 65, Lumberton, NJ 08048
DIRECTOR: James F. Dillon, 436 Carpenter Lane, Philadelphia, PA 19119
EXCHANGE EDITOR: William P. MacIver, Jr., 200 E. Willow Grove Ave., Philadelphia, PA 19118 (PLEASE SEND ALL EXCHANGE COPIES TO THIS ADDRESS)
PUBLICATION SALES: Harvey Seligsohn, 1220 Fanshawe St., Philadelphia, PA 19111

OUR FEBRUARY MEETING: Will feature our Slide Contest. Rules for the contest are found on Page 2 of this issue, and separate entry form is enclosed with this issue of CINDERS. The Contest is open to Chapter members, and there will be prizes awarded in each category of the contest. The date is Friday, February 15, 1974, and dinner, as usual, will begin at 6:00 p.m., and our meeting upstairs at 8:00 p.m.

BUFFET STYLE DINNER: In an effort to help speed up our dinners, as well as holding down the cost, it is possible to have a buffet-style dinner prior to our meeting each month, at a cost of about \$5.00 per person. One buffet inspected had Swedish meat balls, hot vegetables, cold meats, several salads, and regular beverages, etc. We will poll the membership at the February meeting regarding perhaps trying out the buffet style arrangement for one month. Reservations would have to be made, perhaps one week in advance of the meeting, so the Club would know how many to prepare for. But, there would no longer be the long waiting period we sometimes experience each month. Think about it, and be ready to voice your opinion.

WEST JERSEY SHOP TOUR A SUCCESS: Reports from those attending the West Jersey Chapter's Shop Tour at Lindenwold on Saturday, January 26 indicate it was indeed a success, and we thank the West Jersey fellows for inviting our members to take part. We're hopeful of cooperating on future such outings for members of both Chapters.

1974 DUES STILL OWED BY 22 MEMBERS: There are 22 members who still have not paid their 1974 dues. Reminder notices are being sent out - last year, only 4 people did not renew their membership, and we'd like that figure to be less than that this year. Make sure, if you haven't paid, that you take a few moments to do so today.

CHAPTER PUBLICATION SALES: Postcards, tie bars, booklets, etc., will be available at the February meeting.

ADDRESS CHANGE:
BENZ, Charles J., 85 Brook Drive, Holland, PA 18966

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PHILA. CHAPTER SLIDE CONTEST RULES

The following rules will be in effect for the Philadelphia Chapter Slide Contest, to be held Friday evening, February 15, 1974.

1. The entry form for the 1974 Slide Contest is enclosed with, but separate from this issue of CINDERS.
2. There are five categories in this Slide Contest, embracing all types of rail and transit subjects:
 - a. Steam
 - b. Diesel (including RDC's and railcars)
 - c. Mainline Electric (including multiple-unit equipment)
 - d. Trolleys/Rapid Transit/Interurbans
 - e. General (Subjects not included in the first four categories, such as rights-of-way, signals, stations and other fixed facilities, also buses, trackless trolleys, etc.)
3. In case of uncertainty, the contest manager will decide which category is appropriate.
4. Each contestant may show a maximum of five (5) slides in each category, that is, not more than 25 slides by any one individual. Slides entered in the contest must have been taken personally by the contestant. Slides may be in color or black-and-white, and the subject matter may be from anywhere in the World. The Chapter will provide the necessary slide projector.
5. If the contestant enters more than one category, his presentation should be in the order noted above, and on the entry form. After projecting all of his slides, the contestant will choose the one slide in each category which he considers the best in that category. Thus, one contestant may enter a maximum of five (5) slides, one in each category, for the actual competition. After all slides have been viewed, the final entries will again be projected in order that the judges may make their decisions.
6. The entry form enclosed with this issue of CINDERS must be mailed in time to reach Vice-President Frank Tatnall by Wednesday, February 13, 1974. The number of slides, and the subject must be indicated on the enclosed form.
7. A panel of judges will consist of two Chapter officers, plus three other members selected at random drawing at the beginning of the meeting. No contestant will be permitted to serve as a judge; if a contestant is selected in the drawing, he will be disqualified and another selection made. The decision of the judges will be final.
8. Prizes, yet to be selected, will be awarded in each category.
9. The contest is open to Philadelphia Chapter members only.

"ON THE SCENE"



with El Simon

.....1974 has seen passenger loads rising in our area as people "re-discover" passenger trains. To cope with this situation, AMTRAK has been leasing "CTA" (New Haven) coaches on weekends. Typically, you'll find them on most Sunday "clockers" plus Washington trains 160, 161, 164 and 165. (This has been the routine as I write this). They are returned Sunday evening to the New Haven Line.....A deadhead train arrived from Chicago on Friday, January 11 with eleven coaches and four sleepers needing repairs. Penn Coach Yard will put the cars into serviceable condition again--most were AMTRAK cars with assorted defects.....There have been four Metro-liners at General Electric (862, 867) and Westinghouse (815, 816) for many months--presumably undergoing pilot modifications which the rest of the fleet may receive in time. I noted that car 815 has returned, but I haven't seen what changes have been undertaken.....A third club-snack car (3322) has been outshopped but I don't know if it will equip a new train. I understand two more snack-club cars will be rebuilt from the two ex-NORTHERN PACIFIC parlor-lounge cars which members may remember from last summer.....Former SANTA FE lunch-counter cars are seeing service as second diners on trains out west, like the SUNSET and STARLIGHT. A number are assigned to Chicago for trains to St. Louis and Milwaukee, and the FLORIDIAN uses one between Jacksonville and Miami.....Clocker equipment is still owned by PENN CENTRAL and consists of about 115 coaches, one club-parlor (7138) and a commuter club (4444), and four parlor-observations (7126-7129). Four other coaches (1400, 1405, 1486, and 1574) are out of service and five parlor and club cars have been transferred from clocker service to the NEW YORK & LONG BRANCH since the discontinuance of most parlor cars on clockers. It should be remembered that AMTRAK and Clocker cars are used interchangeably so you might ride a Clocker coach to Boston..... A second ex-UNION PACIFIC coach has been rebuilt from 44 to 60 leg rest seats. Car 6062 was the ex-UP 5523 before refurbishing at Beech Grove.....Ten Pub-Lounge cars are being rebuilt from ARMY Ambulance cars and AMTRAK has announced that the BROADWAY LIMITED will get the first two in mid-February. These will be smooth-side cars in the 3400 series.....Former NEW YORK CENTRAL MU's and streamlined coaches in the New York area have started to receive MTA colors of blue and grey. Examples I've noted have the blue stripe under the windows (as on their subway cars) so the effect is different from LONG ISLAND cars.....Cosmopolitans with bar-lounge facilities are now arriving from General Electric. Twenty bar cars (MU'd to twenty standard-coach MU's) will complete this 144-car order.....Prototype Philadelphia MU's Reading 9019 is still undergoing tests and is quite often visible in Penn Coach Yard. 9018 may have joined 9019 by this time.....There are rumors of increased train service to Chicago and Cleveland in April, so the next few months will bear watching. I understand the Dubuque train was put off until mid-February and AMTRAK has announced two new services to begin in March.....First new service is the St. Louis-Laredo train (to run tri-weekly) and the other will be a San Joaquin Valley train (possibly between Oakland and Bakersfield).....The Disco Pub cars are temporarily unassigned, but may well go on some of these new trains. Talk of increased service to Western cities this summer will certainly require additional lounge cars.....PENN CENTRAL's E40 motors, featured in the latest EXTRA 2200 SOUTH, have all been out of service for a number of months. A series of fires which culminated in a spectacular six-hour blaze in the Park Avenue Tunnel sealed their fate, when deliveries of new Cosmopolitans permitted their replacement.

(TO PAGE 4)

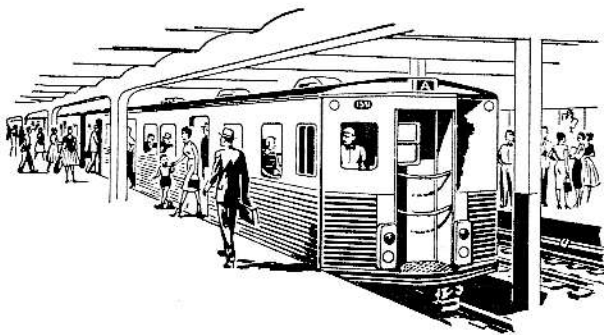
"ON THE SCENE" (Continued from Page 3)

.....For those members who would like to eat a meal in a diner, remember, you can ride locally on the westbound National Limited from New York to North Philadelphia or Paoli, and the Montrealer and Merchants Limited carry diners. The Senator has the club-snack cars and the Southern Crescent has the "Chuck Wagon" cars 8398-8399. Everything else is still snack bars and likely will remain so for some time.....

NACIONALES DE MEXICO still had 66 heavyweight sleepers (including 24 of the classic 12-section drawing room cars); other railroads in the NdeM pool operate 17 other cars.NdeM operates three standard diners, and other affiliated lines have 21 more. Most standard-weight cars probably run as reserve or holiday extras.....

A steady stream of PENN CENTRAL cars has been noted enroute to shops in the Midwest. Eventually, these should return to improve our lot in the Corridor.....PENN CENTRAL Office Car #2 has returned in Amtrak livery, but #3 has gone to Beech Grove. Only #1 remains in green.....Wayner's new edition of Amtrak Car Spotter is out, and generally it is a fine job and a good tool for the railfan. I noted a few incorrect dates here and there which only would interest the serious fan.....

Otherwise, the cars missing from the new edition are Pub-Lounge cars 3401-3410 (Ex-U.S. ARMY cars 89507, 89537, 89553, 89565, 89566, 89526, 89529, 89536, 89539, and 89551).....Baggage-Dormitory cars 1424-1429 are ex-U. S. ARMY 89554, 89506, 89516, 89540, 89542, 89564 (Wayner shows all 16 of these cars as having no numbers assigned yet). Three snack-club cars were omitted. Cars 3322-3324 are shown as 3637, 3750 and 3751 instead.....AMTRAK coaches 6061-6062 are shown instead as 4556 and 4455.....In the book, under the AUTO-TRAIN section, recent purchases were omitted. MISSOURI PACIFIC 524 (a dorm-coach to become a steam generator car) and sleepers GREEN PINE, SHORT LEAF PINE, WHISPERING PINE, plus PORT OF ALBANY, BOSTON and NEW YORK. A second office car has also been acquired.



"In Transit"

Compiled by Elbert Simon

SEPTA has increased rush-hour service on the two main subway lines to accommodate passengers due to the energy limitations. The supply of rapid transit cars should be more than enough to handle the increased service.....One of SEPTA's "Gulf Oil" PCC's (I think 2793) was involved in a derailment in South Philadelphia which sent it into a store. Nothing like shopping by streetcar.....SAN FRANCISCO needs 105 PCC's on its current detour schedule (the M line is partially replaced by buses) and has 104 cars plus the 11 recently received from Toronto. These latest cars are becoming #1180-1190 in San Francisco. Only one PCC has been retired there so far.....

.....The situation in EL PASO is somewhat confused but apparently no streetcars are running but they may resume service in El Paso only again.....Boeing Vertol was low bidder on 100 new rapid transit cars for Chicago. Presumably, they will begin the replacement of the 6000-series cars. The earliest group of these cars are assigned to the Ravenswood line.

Railroad Seminars at U. of Pennsylvania

The University of Pennsylvania will sponsor a second series of seminars on the Northeastern rail crisis, beginning Monday, February 4, 1974, and continuing through Monday, April 22, 1974. The series is being held under the auspices of the Wharton School of Business with financial support from the University's 1907 Foundation Program in Transportation.

Many members are familiar with the first series of seminars, and will be quite interested in the second series, which features some really prominent speakers from the rail transportation scene.

The following seminars have been announced. Penn states that additional ones will be announced as arrangements are finalized.

- FEBRUARY 4: Alexander L. Morton - Harvard University; Executive Director of the Task Force on Railroad Productivity.
- FEBRUARY 25: Isabel H. Benham - First Vice-President, Shearson, Hammill and Company, brokerage firm of New York.
- MARCH 18: C. L. Dennis - International President, Brotherhood of Railway and Airline Clerks, or L. E. Dennis - International Vice-President, Brotherhood of Railway and Airline Clerks.
- APRIL 1: W. Graham Claytor, Jr., President, Southern Railway System.
- APRIL 15: Roger Lewis, President, AMTRAK
- APRIL 22: Jervis Langdon, Jr., President, Penn Central Transportation Company

All sessions will be held on Monday afternoons from 3:30 to 5:00 p.m., in Room W-1, Dietrich Hall, 37th and Locust Streets, on the University of Pennsylvania Campus.

The basic format of the seminars is a statement by the principal speaker (for 30 to 45 minutes) pertaining to the speaker's perception of the problem, its impact, and its solutions; a panel discussion between the principal speaker and one or two members of the University faculty and/or invited members of the public (for 15 minutes); and a general discussion from the audience (perhaps for 30 minutes). The format may be changed at the discretion of the principal speaker.

The seminars are open to the public and are free of charge. For more information, contact Professor Bruce Allen (215-594-8412 or 594-7696) or Professor David Boyce (215-594-8206).

Needless to say, certain sessions of this second seminar will have wide appeal to Chapter members, and we are happy to pass along this information to you in the event you desire to take part in the seminars.

NEW MEMBERS:

RUSSELL, Robert E., 2737 Haven Avenue, Ocean City, NJ 08226

THOMAS, Douglas P., 917 East Loney Street, Philadelphia, PA 19111

MEMBERSHIP LIST: Due to the length of the issue of CINDERS, plus the annual report and the entry form for the slide contest, the issuance of the Membership Listing will be delayed until the March issue. By then, all dues that are going to be paid will have been paid, and a complete, up-to-date listing will be issued.

MID-EASTERN REGION NMRA MEET AT WILLOW GROVE: The Mid-Eastern Region, National Model Railroad Association will hold a Convention at the Treadway Fiesta Inn, Route 611, Willow Grove, PA (1/2 mile south of Exit 27 of the Pa. Tpk.) on May 3, 4, and 5, 1974. Chapter member Albert J. Pfeiffer, Jr., is Chairman of the event. There will be a photo contest, and Al would like to get some Chapter members willing to donate their time to be judges at the photo contest. For further details, please contact Al at 220 Lorna Drive, Hatboro, PA 19040. Call 215-672-5464.

RAILROADIANA BOURSE IN APRIL: The National Association of Timetable Collectors will sponsor a Railroadiana Bourse on Saturday, April 20, 1974, at the George Washington Motor Lodge, U.S. Route #1 at the Pennsylvania Turnpike, Trevose, Pennsylvania. This is the chance for rail enthusiasts from all over the Eastern Seaboard to get together to buy, sell, and swap railroadiana. Our Chapter has reserved a table for the Publication Sales Committee to sell items, and we're sure you'll want to be there, too. Tables are available for a nominal fee, and admission to the Bourse is free. Member Thomas Coval is in charge of the affair, and further information is available from "The Holland Local" at 21 East Robin Road, Holland, Pennsylvania 18966. Phone 215-357-4570 for information, and a flyer. We'd suggest you reserve the date to go up and browse around. Information should be available at our February meeting, but if not, a note or call to Tom at his home will provide all you need to know.

LETTER TO THE EDITOR:

A recent letter to the Editor in "Traction and Models" with a photograph of Salt Lake and Utah #106 clearly indicates that this is a similar locomotive to Niagara Junction #9. SL&U #106 was built in 1930 by Baldwin-Westinghouse, so may be the first Class "S".

It therefore appears that Niagara Junction 8, built in 1928, may have been one of the last Class "D" locomotives built.

J. W. VIGRASS
Superintendent of Equipment
PATCO

COMMENTS WANTED: Boston Chapter NRHS member Richard L. Barber, 16 Orris Place, Melrose, Massachusetts 02176, is interested in getting reaction to an idea of his, namely, to publish a simple guide book that would list motels near railroads. He always plans, on motoring trips, to stay within sight of a railroad or at least within sound. There are many around, but he states that it has been through dumb luck that he has found them. Anyone who has any ideas on the subject or would like to submit motel recommendations that they recommend should get in touch with Dick. The Boston Chapter newsletter, STEEL WHEELS, suggests that Dick's idea could fill a definite need. How about including railroad-theme restaurants, also - also restaurants within view of an active rail line.