

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

JANUARY, 1974

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PUBLICATION SALES: Harvey Seligsohn, 1220 Fanshawe St., Philadelphia, PA 19111

OUR JANUARY MEETING: At our January meeting, we will be honored to have as our special guest speaker Mr. Edson L. Tennyson, Deputy Secretary of Transportation for Local and Area Transportation, Commonwealth of Pennsylvania. As an added treat, Mr. Tennyson has promised to bring some 1950-vintage 16mm movies from his personal collection. So mark Friday, January 18, 1974 on your calendar. Dinner, of course, begins at 6:00 p.m., and our meeting will be in the Conference Room upstairs at 8:00 p.m.

WEST JERSEY CHAPTER INVITES US ON PATCO SHOP TOUR: Mr. Robert L. Long, President of our sister Chapter, West Jersey, has invited interested Chapter members to take part in a special Shop Tour at Lindenwold on Saturday, January 26, 1974, to inspect and photograph the progress being made on restoring the Niagara Junction electric locomotive for PATCO use. The date again is Saturday, January 26, 1974, and you are to meet on the PRSL Lindenwold platform before 10:00 a.m. The tour will last approximately two hours. We thank West Jersey for this kind invitation. Your officers are confident that the spirit of cooperation between our two Chapters will grow as time passes.

BALTIMORE MUSEUM EXCURSION: Your Chapter has tentatively scheduled an outing sometime in April which will take us to both the Baltimore and Ohio Railroad Museum, and the Baltimore Streetcar Museum. Details will be forthcoming as plans are finalized.

PATCO WORK TRAIN EXCURSION: As soon as Niagara Junction #9 is completely converted and outfitted as PATCO #404, your Chapter will operate an excursion using this locomotive over the Patco system. We would anticipate this outing would be scheduled for the month of April, too.

1974 DUES BILLS: More than 100 members have renewed their memberships. We're hopeful that those of you who have not paid your 1974 dues will do so by the January meeting. This is the last issue of CINDERS which members who have not paid their 1974 dues will receive. The two outings listed above are just the beginning of what we hope will be a real active 1974 year for the Chapter. We don't want anyone to miss out on what's going on just because his or her dues are not paid. Don't delay - send your 1974 check to Treasurer Finkbiner now, or pay at the January meeting.

PHILADELPHIA CHAPTER NEWS(Continued from Page 1)

MEMBERSHIP BADGES: Publication Sales Chairman Harvey Seligsohn will have membership badges available at the January meeting for those who desire to have them. The cost is 50¢ each, and we urge each of you to acquire a badge and wear it to the meetings so we know who you are.

BACK ISSUES OF CINDERS: The Chapter is going to dispose of all back issues of CINDERS for the years 1970, 1971, and 1972. They will be brought to the January meeting and will be available on a first-come, first-served basis at a cost of 5¢ per issue. See Harvey Seligsohn at the January meeting. Some issues are in fairly good supply, other issues are out-of-print. Check through your files if you save CINDERS, and take advantage of this last chance to pick up these back issues.

NEW MEMBERS: We welcome the following new members to the Chapter, and trust that they will enjoy their association with the Society and their fellow Chapter members.

MORRISON, Donald F., 118 E. Brookhaven Rd., Wallingford, PA 19086
SHUPAK, Lewis, 7617 Lycoming Avenue, Melrose Park, PA 19126
TOOMEY, Francis R., 945 E. Rittenhouse St., Philadelphia, PA 19138
XARAS, Theodore A., 52-B Richfield Rd., Upper Darby, PA 19082.

A new Chapter membership listing will be issued in either February or March, 1974, after all dues renewals are received and accounted for.

NOTES FROM OUR NATIONAL ORGANIZATION:

1. Any member who does not wish his or her name to appear in the NRHS Membership List should write to the National Secretary and so advise him EACH AND EVERY January. Our National Secretary is Mr. Harold J. Ahlstrom, 158 Stockbridge Avenue, Buffalo, New York 14215.

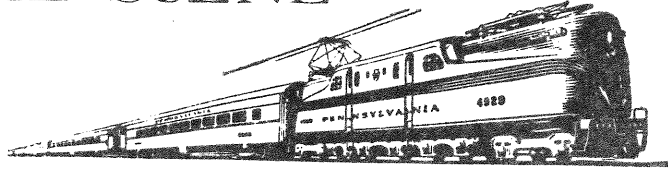
2. The NRHS Film Library remains closed and inoperative until such time as a permanent home is found among the Chapters to maintain and operate this fine collection. It is a project that is being actively handled and the Library will be open again as soon as possible.

1974 CALENDAR AVAILABLE: The North Western Illinois Chapter has published one of the best calendars available for the 1974 year. The calendar has a spiral binding, with the month on the lower page, and a large and very well printed photo (7-1/2 x 11 horizontal) for each month. Order yours at \$2.00 postpaid from the North Western Illinois Chapter, NRHS, P. O. Box 5632, Rockford, Illinois 61125. Photos are steam, diesel and electric from the midwest, but a really nice job.

OUR FEBRUARY MEETING: Will feature our annual Slide Contest. So, one of these cold nights, start digging through your collection and putting aside some of your best slides for the 1974 Chapter Slide Contest. Our February meeting will be held on Friday evening, February 15, 1974. Mark the date on your calendar.

DEADLINE FOR FEBRUARY ISSUE OF CINDERS: The deadline for the February issue of CINDERS will be Monday, January 28, 1974. All material must be in Larry Eastwood's hands by that date for publication in the February issue.

"ON THE SCENE"



with El Simon

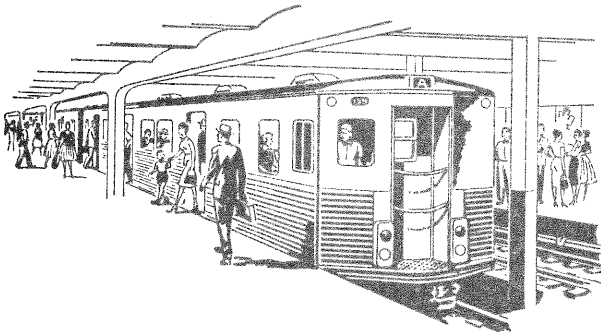
.....READING 9019 was due in Wilmington Shops of the PC just before Christmas to begin the test program. This is the vanguard of the new cars we've been expecting for some time. Service is still several months away.....Meanwhile, AMTRAK had at least 1025 refurbished cars by the end of 1973, virtually all of which also got the interior treatment. This includes at least 14 Metroliners and three RDC's.....These RDC's have inaugurated the Illini between Chicago and Champaign (the Decatur leg was victim to excessive crew costs). Cars 30-32 are assigned. I understand the WINNEBAGO to Dubuque is to start January 15, also with three refurbished RDC's. In both cases, the trains come to Chicago in the morning and return in the late afternoon.....The second TurboTrain went on the Boston-New York run December 14 (as the Shoreliner). There's a relief section (with regular cars) on the 6:30 p.m. Turbo from New York on Fridays and Sundays.....Meanwhile, the recreation cars from the Broadway Limited have gone to the Floridian, but Pub-type cars will be ready about February 15 (and on the Silver Star sometime thereafter). AMTRAK has more rebuilds of this type coming and these trains could use the lounge space. In both cases, coach-lounge cars will be replaced.....The Florida service got off to a somewhat anemic start, when a shortage of sleepers caused the Vacationer to run without three of its cars for about the first ten days of the new schedule.....In general, the increased car requirements have been met by cars already in our area, plus a few Santa Fe coaches to help out.....The second club-snack car has entered service and now trains #176-177 have meal service every day. The Southern Crescent has Chuck Wagon counter-diners 8398-99 and full diners run on 178-79, affording a respite from the monotony of snack bar sandwiches.....A third PENN CENTRAL Office Car, (#6), has been repainted in Amtrak colors.....A few additional PENN CENTRAL cars have been purchased by Amtrak and they've been seen moving west to shops at Chicago and Indianapolis.....A former FLORIDA EAST COAST diner, purchased by SEABOARD AIR LINE in 1966 or so, has received its original name again after an Amtrak refurbishing. Car 8090 is again named "Fort Drum"......There are still several SEABOARD COAST LINE E7's in Amtrak service and they run to Washington as well as Chicago on trains from Florida. They (and all leased units) should disappear when 40 new SDP40F's arrive in March.....BUDD will build 41 gallery cars for the MILWAUKEE ROAD and EMD is building F40C units to pull them. They will reportedly be similar to Amtrak's units but sheathed in stainless steel to match the cars. This follows the thinking of BURLINGTON's F5's of over 30 years ago!!!!.....Bids have been sought for construction of 15 more gallery cars for ILLINOIS CENTRAL GULF. A 16th car will be purchased to replace a car destroyed in the 1972 wreck. In addition, 27 cars will be ordered for the CHICAGO, SOUTH SHORE AND SOUTH BEND line, assuming Government financing is found. They would be sufficient to completely replace all existing SOUTH SHORE LINE cars.....AMTRAK has rebuilt a 44-seat ex-UNION PACIFIC coach into a 60-seat type by removing one large end rest room and converting the other to smaller men's and women's rooms. The car is now numbered 6061 and is assigned to corridor service.....NATIONAL RAILWAYS OF MEXICO has reduced the size of many trains since my visit of 1970, but the following trains still carry heavyweight sleepers as of December 1, 1973: (Continued on Page 4)

"ON THE SCENE", Continued from Page 3

[Mexican trains still carrying heavyweight sleepers as of 12/1/1973]:

# 71 - El Regiomontano	1 12 sec, drawing rm.	Mexico City-Monterey
# 5 - El Tapatio	2 14 section,	Mexico City-Guadalajara
	1 12 sec., drawing rm.	" "
# 53 - -	1 12 sec, drawing rom.	Mexico City-Topa Chula
# 27 - -	1 8 sec, drawing rm,	Mexico City-Moretia
	2 compartment	

.....NdeM probably needs twelve cars plus spares to protect these car lines. Of course, I'm sure additional cars run at times as extras.....NdeM also operates deluxe air-conditioned coaches with porter service on five lines, including U.S. connecting trains EL FRONTERIZO and AGUILA AZTECA. There is one car on each train and they seem to have come from SP, MP, BN, and others.....The all-sleeper EL TAPATIO to Guadalajara now only runs in one section with 13 sleepers, a diner, and full lounge. Diners and lounges are limited to this train, EL FRONTERIZO (to Ciudad Juarez), EL REGIOMONTANO (Monterey), and AGUILA AZTECA (Neuvo Laredo). A diner only operates on the train to Merida via the Sureste Route.



"In Transit"

Compiled by Elbert Simon

CHATTANOOGA has a streetcar line over a mile in length linking a parking lot with the old Union Station (rebuilt into a fancy period restaurant). An intermediate stop is made at the Hilton Hotel and an ex-NEW ORLEANS car is used.....STATEN ISLAND RAPID TRANSIT has received its final shipment of R44 subway cars, making 52 in all. This is more cars than are needed on present schedules.....Over 60 BOSTON PCC's have been repainted in green and white. Included is at least one ex-DALLAS car for the Ashmont-Mattapan line. Work continues at renovating the original East Boston cars (50 years old) for continuing service. They receive a blue and white livery but retain wood seats which remind one of the non-modernized Peter Witts in Philadelphia.....

.....PATH has announced that the PA-1 cars will be repainted in 1974 for the first time since they were built in 1965.....NEW YORK CITY TRANSIT AUTHORITY continues to repaint subway cars in MTA blue and silver at a rapid rate. All BMT-IND cars (postwar type) have been repainted except about 100 R27/R30 series cars (8020-8569 series). Only some of the IRT cars in class R33 (8570-9329) and the "World's Fair" cars of 1963 remain to get the new livery.....Of course, the 820 odd pre-war cars on IND are to be replaced over the next two years by new R46 series subway cars, so repainting here would be a waste of money.....BOSTON plans to order 80 additional subway cars. 44 would equip the extension of the Main Line E1 (ORANGE LINE) north over B&M trackage to Malden, while 36 would replace the prewar cars remaining on the East Boston line. At least 20 Broad St., and 17 Bridge line cars have been repainted in new red & blue livery.

QUIZ

The following "named" runs are shown in our February, 1950 edition of the OFFICIAL RAILWAY GUIDE. All you need to do is fill in the names of the operating carriers in the spaces provided; there is only one applicable answer in each case except #4. Answers are found on page 6. Be careful.

- 1. The Rocket
The Owl _____
- 2. El Interamericano _____
- 3. The Advance Mercury
The New Yorker _____
- 4. The Constitution
The President _____
- 5. The Aztec
The Mayan _____
- 6. The Crescent
The Cotton Queen _____
- 7. The North Star _____
- 8. The Nugget
The Oil King _____

Odds & Ends....

.....We nominate Phillipsburg, New Jersey as the community served by the largest number of bankrupt railroads in the United States: six! These are the Penn Central, Jersey Central, Lehigh Valley, Erie Lackawanna, Reading, and Lehigh and Hudson River. (The latter two reach Phillipsburg via trackage rights). Phillipsburg is truly the "focal point" of railroad misfortune - perhaps it should be the headquarters of CRAC (The Consolidated Railway Corporation)!!!!.....We learn from New York's MTA COMMUTER (a monthly publication - free to MTA patrons) that of the 40 Cosmopolitan, or M-2 suburban MU cars still to be delivered by General Electric to the former New Haven Railroad, 20 will be classified as Cafe Cars. These 20 cars are equipped to serve breakfast to commuters who miss it at home, and for the tired executive, the car will become a cocktail lounge on the evening return trip, where he or she can relax before the nightly battle with household problems.....BROOKLYN & QUEENS TRANSIT #4550, a 1905 convertible that was at the Edaville Museum for approximately 15 years, has been purchased by the Ford Motor Co., who have transported it to Rochester, NY, where it will be restored. Then, it will be "operated on the Penn Central tracks" at Detroit this coming spring. This item from the DETROIT NEWS, September 24, 1973.

801 in '76?

A 61-year-old high speed trolley car which one ran from Allentown to Philadelphia has been secured by the Freedom Forge Foundation and will be restored in time for the Bicentennial in 1976.

The one-time luxurious Liberty Bell Limited interurban car #801 will be used for a Freedom Forge tour from King Manor to Powdermill Valley Creek in Radnor, where powder was ground during the Revolutionary War. The car will run over P&W tracks.

According to Upper Merion resident Frank Glennie, founder of the federation, the car was being stored at Magee Transportation Museum in Bloomsburg, PA. That museum is being dismantled because of heavy flood damage in June of 1972.

The federation stepped in and made arrangements to ship the 82,000 pound car to King of Prussia, where it is being stored temporarily while it is returned to running condition. Maurice Robbins, owner of Robbins Motor Transport Company, Inc., of Eddystone, shipped the car free of charge.

The body of No. 801, sold by LVT in March, 1938, was turned into a dwelling at Neola, Monroe County, PA, where it remained until 1967 when it was discovered by Edward H. Blossom. Blossom was superintendent of the Magee Museum, which featured an operating trolley line.

The car, first built in 1912 by Jewett Car Company, at a cost of \$12,000, was part of a group of 12 purchased by LVT for service between Allentown and 69th Street.

The car is not yet available for public inspection in King of Prussia, noted Lewis Louderback, federation president, but will be by the Bicentennial or before. "It is the only car of its kind left, and we hope to restore it to its original condition in time for the Bicentennial".

-----From the KING OF PRUSSIA COURIER, Oct. 31, 1973

New Chapters in PA

Two new Chapters of the Society came into being at the Annual Meeting in Philadelphia in November. Charters were granted to the following:

LACKAWANNA AND WYOMING VALLEY CHAPTER: Wade F. Rendle, National Director
25 Delaware Avenue
West Pittston, Pennsylvania 18643

CENTRAL PENNSYLVANIA CHAPTER: Charles W. Winslow, National Director
R. D. #2
Lewisburg, Pennsylvania 17837

Quiz

Here are the answers to the Quiz found on page 5. Stumped you?? No tricks - we didn't say "rail carriers", just "operating carriers". Bet you were fooled.

- | | |
|---|--------------------------------|
| 1. Delta Airlines | 5. American Airlines |
| 2. National Airlines | 6. Chicago & Southern Airlines |
| 3. American Airlines | 7. Trans-Canada Airline |
| 4. Capital Airlines or
Pennsylvania Railroad | 8. Continental Airlines |