

# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



## Cinders

JUNE, 1974

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### A SPECIAL NOTE ABOUT THE MAILING OF THIS ISSUE OF CINDERS:

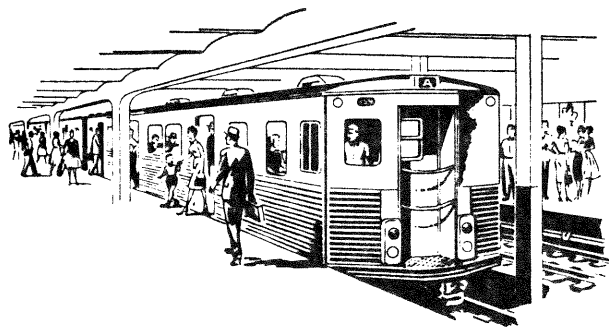
The envelope for this mailing was posted aboard the NEW YORK & WASHINGTON Railway Post Office operating on Penn Central trains 3 and 4. These trains operate Monday through Friday and each carries two full RPO cars or 4 cars per day out of the 8 RPO cars remaining on the PC roster. The cancellation on the stamp is the standard RPO cancel which identifies the train by number, date and origin-destination of the RPO Route. The cachet on the lower left corner is the RPO clerk's private stamp used on registered mail receipts and special covers such as this mailing.

We wish to thank Mr. Sidney Fingerhood, of Ardmore, PA, for handling this mailing for the Chapter. Sid is a veteran of 25 years in the Railway Mail Service, all of it spent on the NY-WASH RPO. Next October 15, this RPO route will celebrate 110 years of continuous service and was the third RPO route established in the United States. Out of the thousands of RPO routes which operated over the years, this is the very last one; let's hope it continues the grand tradition of the Railway Mail Service for many years to come.

OUR JUNE MEETING: Will feature another Movie Night, continuing the popular series of professional rail films we've presented in the past. At this early writing, the actual itinerary is not definite, but come out and be surprised as we close out another very successful meeting season. DINNER WILL BE BUFFET STYLE AGAIN, due to popular demand, and reservations must be phoned to Frank Tatnall at 215-828-0706 before June 19. Our meeting night is Friday evening, June 21, 1974, and, as usual, we'll be meeting at the Engineers' Club, 1317 Spruce St., downtown Philadelphia. Dinner is at 6:00 p.m., and our Meeting will be at 8:00 p.m. REMEMBER, RESERVATIONS REQUIRED FOR BUFFET DINNER, PHONE YOURS IN BEFORE WEDNESDAY, JUNE 19, 1974, TO FRANK TATNALL AT 215-828-0706.

1974 DINNER TRIP: Will be held Friday evening, July 19, 1974, in Sellersville, PA, and we will reach it via MU on the Reading to Lansdale, changing to the Budd RDC at Lansdale. Full details will come to you in a special issue of CINDERS to be issued at the end of June. But, mark July 19 on your calendar for our annual dinner outing.

(MORE CHAPTER NEWS ON PAGE 4)



# "In Transit"

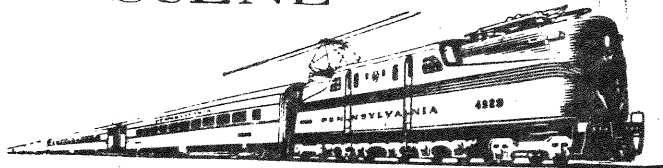
edited by E. ALFRED SEIBEL

.....SEPTA's six-year, \$1.6 billion transit improvement program: 145 new air-conditioned trolleys for subway-surface and Red Arrow lines; 115 additional rail commuter cars for Reading (100) and PC (15) suburban lines; expansion of parking areas at 35 PC and RDC stations, and lighting improvement at 31 stations; rehabilitation of 12 major stations on the Broad Street Subway system. One of the station improvements would be the fulfillment of the proposal for a station at Exton with the initial parking lot holding 250 autos and with room for expansion. The site selected is on Route 100 just south of Route 30.....David L. Yunick, Chairman of the New York Chamber of Commerce is the new chairman of the Metropolitan Transit Authority (MTA) of New York, succeeding Dr. William Ronan, who was recently named Chairman of the Port Authority of New York & New Jersey. The new MTA chairman is also a retired vice-chairman of R. H. Macy & Co., famed New York City department store. Mr. Yunick states: "Anything that can be done that will help put more money into mass transit and improving public transportation, I'm all for". This is in connection with lifting restrictions on the use of Port Authority funds for rail transit. Dr. Ronan, also supports the repeal of the Bond Covenant which restricts aid to rail-mass-transit. Its repeal will make approximately \$100 million in Authority's reserves available, plus \$1 billion available in Port Authority borrowing capacity.....In lamenting the Motor City's lack of good transit, the Detroit Free Press lists the following sums from the Federal Government made available to help build and improve mass transit systems: (All figures in millions of dollars) San Francisco (658.9), New York City area (613.9), Boston(319.3), Chicago(269.4), Philadelphia(158.5), Atlanta (102.5), Pittsburgh(96.4), Washington, DC (71.0), Baltimore(47.2), Los Angeles(39.2), and Detroit(17.7).....May 20, 1974 saw the start of commuter service across the State of New Jersey between Phillipsburg and Newark, using CNJ tracks. Three trains each way: Leave Phillipsburg 6:00 am, 6:45 am, and 1:55 pm, and leaving Newark 11:45 am, 5:27 pm, and 6:00 pm. Equipment consists of air-conditioned, reclining seatcoaches. Bar service is to be inaugurated as soon as possible. Other "new" rail commuter service is coming in New Jersey - the 20-mile stretch between Red Bank and Lakewood is promised to be reactivated in the near future. ....The pair of State-of-the-Art Transit cars (SOAC) are beginning service on operating transit properties with their arrival in New York. Cars will spend several months testing. Other cities to have them on their rapid transit lines are Boston, Philadelphia, Cleveland and Chicago.....BUFFALO's rail transit system has again been revised. The 11-mile system will now be 75% subway. Originally, it was to be 40% subway. If work starts in 1975, it is hoped to be completed by 1981.....PENN CENTRAL Silverliner 231 involved in the Suburban Station crash earlier this year with 201, has been returned to service. 201 remains in the Wilmington Shops.....We quote from the May, 1974 READER'S DIGEST, which in turn quotes from "SHOW ME THE WAY TO GO HOME", by Jerome Beatty, Jr., : "The most popular spot on some commuter trains is the bar car. A regular passenger on one run out of New York, having trouble finding a comfortable spot to stand near the bar, brought along a household plunger, jammed it onto the ceiling - and hung on." Do not try this in an MP54 - it will go through the roof!

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"IN TRANSIT", Continued from Page 2

But, we like MP54's....they're a real railfan's railroad car. With the warm weather upon us, their passengers get all the railroad sounds and one feels they are really going at great speed. A recommended ride - Train #933, the 5:06 p.m. Chester-Wilmington Express. The current engineer really opens these old cars up.....250 MILES PER HOUR!!! This record-breaking speed was reached on the Pueblo, Colorado test track this spring. A linear induction motor, using magnetic power, is the plant on which the Department of Transportation (DOT) is depending to propel rail transit in the future. The motor is a test vehicle equipped with conventional steel flanged wheels and runs on conventional "T" rail. The government doesn't want to emphasize its world record, but wants to demonstrate the capabilities of the new application of a motor invented before the turn of the century. While ordinary electric motors use magnetism in a spinning rotor to develop thrust, the linear induction motor pulls itself along an upright band of aluminum, 22 inches high. The rail-like band between the standard railroad tracks is harmless to the touch. It contains no voltage, although it contains a magnetic field moving along under the 14-foot long motor. The French, who established the railroad speed record of 205.7 miles per hour in 1955, found that they could not reach higher speeds because the steel wheels could not maintain enough friction with the rails to propel the vehicle faster. The linear induction device needs no wheel friction at all. The 2,500 horsepower motor which develops 3750 pounds of thrust has a projected speed of 250 miles an hour in the present vehicle. With no moving parts, the motor is expected to have an extremely long life. Theoretically, it would never wear out. The motor can prove as much stopping power as thrust, in much the same way jet planes reverse their engines to provide braking.....Early morning risers can hear the "Uneasy Rider" on KYW radio. He comes on at 6:20 and reports on transit in general throughout the Delaware Valley.....plans, problems and patron complaints, plus results of surveys and questions to commuting motorists as to why they drive to and from work. ....A PENN CENTRAL spokesman states the New York & Long Branch is in a bad way, physically. A major track overhaul, tie and rail replacement is needed. Also, their 25 diesel-electric locomotives are all 25 years old; the electrics were built between 1937-39, and 38 of the 86 coaches used on the line were built in 1926 and should be replaced.....Transportation Secretary Claude S. Brinegar suggests AMTRAK narrow its losses by providing less red-ink long-distance train service and concentrate on densely populated corridors like the one between Boston and Washington. "I seriously question AMTRAK's role in trying to provide cross-country service in competition with our fine air and excellent inter-city bus service", he said. Brinegar is also opposed to the construction of new rail-transit facilities into areas presently "adequately served by private auto or motor bus." Quite a change in thinking from the early rapid transit and railroad builders.

**"ON THE SCENE"****with El Simon**

.....Schedule changes May 19 added a few weekend trains to Amtrak's schedules in our area. A new Friday evening Washington-Boston train passes Philadelphia at 7:25 pm, a new 6:10 p.m. train from New York to Boston Friday and Sunday takes the overflow from the Turbo, and the Valley Forge runs on Saturdays from Harrisburg to Boston, leaving North Philadelphia at 10:17 a.m. The eastbound National Limited is 2-1/2 hours later. Westbound, the Washingtonian (now the Montrealer in both directions), now runs two hours earlier, leaving Philadelphia at 8:45 am....

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