

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

MARCH, 1974

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OUR MARCH MEETING: Will feature a Slide Show by two of our members. Frank Tatnall will present a show entitled "Selected Railroads of the West", which will feature numerous lines in Missouri, Kansas and Nebraska, plus, as an added attraction, a look at the Milwaukee Road electric operation, something you won't want to miss, for sure. Additionally, Paul Kutta will show from his collection of New York Central diesel and steam shots. Most of the views of both photographers are from the 1950-1960 era, and should prove to be an interesting evening, to say the least. Our meeting date is Friday evening, March 15, 1974, and dinner, as usual, will begin at 6:00 p.m., and our meeting is upstairs in the Conference Room at 8:00 p.m.

SLIDE CONTEST WINNERS: The Chapter's annual slide contest, held at the February meeting, produced a wide-ranging display of railroad photography. There were 16 entrants in five major categories. The winners and their subjects:

STEAM:

First Prize - Paul Kutta (D&RGW Narrow Gauge)
Second Prize - Richard Barben (CN 6218)

DIESEL

First Prize - Les Dean (Santa Fe Alco PA's)
Second Prize - Bradford Phillips (Southern Railway E units)

MAINLINE ELECTRIC

First Prize - Dick Short (Reading MU electrics)
Second Prize - Bob Russell (Penn Central E33 electrics)

TRACTION

First Prize - George Metz (Red Arrow snow sweeper)
Second Prize - George Arnoux (Sand Springs car)

GENERAL

First Prize - Phil Mulligan (Chester-Bridgeport ferry)
Second Prize - Dick Short (Pittsburgh and Lake Erie station)

(CONTINUED ON PAGE 2)

PHILADELPHIA CHAPTER NEWS (Continued)

The Slide Contest was judged by a panel of two Chapter officers and three members selected at random. First prize in each category was a free one-year subscription to a rail enthusiast magazine of the winner's choice. Second prize was a box of 36-exposure Kodachrome II film (with processing included).

We wish to thank all those who entered the contest and helped provide a varied evening of entertainment.

REQUEST FOR INFORMATION: Treasurer Earle Finkbinder desires to know the builder's name, date, and dates of service of Fairmount Park trolley #19. If you have any information on this car, please contact Earle at his address as shown on Page 1.

NEW MEMBERS:

WEISENBACH, Fred W., 220 South Wayne Avenue, Wayne, PA 19087

MEMBERSHIP LISTING: Due to the necessity to prepare this issue of CINDERS for early mailing before the March 2 postage increase, the mailing of our membership listing will be delayed until the April issue. Meanwhile, you can assist by signing up that friend at our February meeting to make the membership listing just a bit longer.

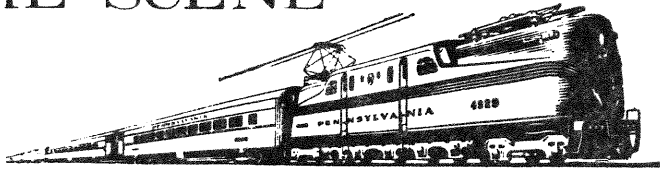
RAILRODIANA BOURSE: We know you'll all want to be at the Railroadiana Bourse being sponsored by the National Association of Timetable Collectors on Saturday, April 20, 1974, at the George Washington Motor Lodge on U.S. Route 1 at the Pennsylvania Turnpike, Trevese, PA. A flyer for the Bourse is included with this issue of CINDERS.

GEORGIA CANNONBALL GOES INTERNATIONAL: NRHS Southeastern Representative George Weiss, who charts the Clinchfield trains for the AUTUMN LEAVES CANNONBALL, is conducting a trip to Switzerland June 14-30, 1974. Weiss tells us that, at about \$1,000 from New York, including all transportation, first class hotels and most meals, this trip represents the lowest cost-2 week European rail trip available this season. The itinerary is along the general lines of the highly successful SWISSAIR RAILROADER, but operates in peak season and is one day longer. Rail items include standard and narrow gauges, electric and steam, full rack and part rack, funiculars, cable cars, a chair lift, trams, and lake steamers. A strong feature is alternate activities on many days for spouses not heavily endowed with rail interests, and a highlight is two nights on the high Burgenstock, overlooking Lake Lucerne, instead of staying in Lucerne itself. We have heard about "Fat Cat" Weiss' trips on several occasions and he injects a considerable amount of fun and humor into his trips. A very complete itinerary can be obtained by writing Cannonball Rail Excursions, Box 2066, Augusta, GA 30903.

BULLETIN DELAYED: President Pardee has advised that 1973 BULLETINS 5 and 6 have been delayed due to unforeseeable problems at the printing house. Number 5 should be in your hands as this is written, and Number 6 should be out the first week in March. Please be patient - your National staff is trying to maintain a regular mailing schedule for the BULLETIN but the delay encountered by the printer was unavoidable and they ask your indulgence.

SILVERLINER IV's UNVEILED: Reading Company Silverliner IV #9018 was unveiled this past week on Track 5 of Penn Center Station by SEPTA. SEPTA is officially calling the new cars Silverliner IV's, and we would assume this means that the original cars of 1958 (originally PRR 150-155) were Silverliner I's, the Budd Silverliners for the RDG and PRR were Silverliner II's, and the St. Louis cars for the PC Silverliner III's. If anyone has a different theory, we'd like to hear about it.

"ON THE SCENE"



with El Simon

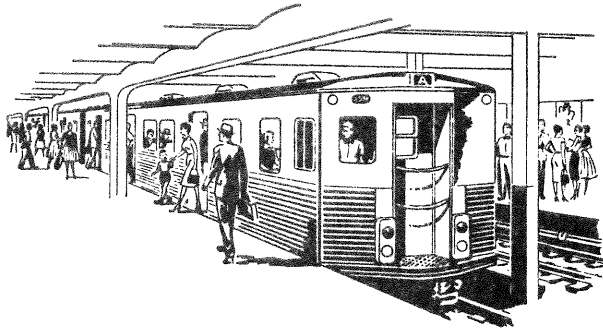
.....The CTA (NEW HAVEN) coaches continue to see weekend service in the Corridor, even as seventy cars are to be transferred to Boston. This move should replace all existing cars up there. However, few Boston commuter cars will probably be suitable for even standby AMTRAK service.....Still, AMTRAK has been quoted as getting another 100 cars from various railroads to provide some short-term relief. PENN CENTRAL, as the largest Amtrak contractor, will probably provide some of these cars, and presumably there are others available yet out west. But, most additional cars AMTRAK might buy will require a trip through the shops before they are available for service.....Possibly some of the cars stored at Penn Coach Yard could go to AMTRAK - I've seen pre-war Budd coaches and some parlors there recently..... Otherwise, the Northeast is one of the last areas to use large quantities of non-refurbished cars. Perhaps 250 cars remain in service under their old liveries, and many are PENN CENTRAL cars. Then, you must add about 125 Clocker cars which are all in our area. In other parts of the country, 88 SOUTHERN PACIFIC cars have been purchased for "limited" use and about 72 cars are leased. These cars bring the total of non-refurbished cars to about 485.....The two NORTHERN PACIFIC parlor-lounges have been seen in Chicago after their have been refurbished, and the new numbers are 3352-53. This number series indicates they are now bar-lounge cars..... The Metroliners had a rough time of it during the big snow of February 8. All trains were pulled by GG1's (often freight motors) Friday afternoon and Saturday. The schedules naturally suffered somewhat. The four rebuilt Metroliners are supposed to be more reliable in bad weather and can be identified by long humps on the roof--not much for appearance.....Former PENN CENTRAL coaches are re-appearing in force from the AMTRAK "beauty treatment". They look pretty sharp and the accumulated PC grime has been cleaned off. Most former PC cars have returned to this area after their refurbishing and the appearance of Corridor trains is steadily improving.....

.....The two converted coaches (6061-62) which I noted in my last report, now have sixty seats. The original 44 seats are retained, but 16 seats from SCL 5100 series coaches have been added in the area of the Men's room. (The extra seats may be the ones removed when three coaches were rebuilt to Pub cars over a year ago.) More such conversions are coming.....The third club snack car (3322) is running on the Broadway Limited as a lounge car, along with 3360 - "Chessie Club". I noted PC parlor 7133 moving west to Beech Grove, so it may become snack-club #3323.....

Meanwhile, there's a new AMTRAK fare manual out, and it shows the fares for the Oakland-Bakersfield train. As expected, it will run over the SOUTHERN PACIFIC to Port Chicago, thence down the Valley on the SANTA FE. No word on the St. Louis-Texas train yet, but it's reported as starting March 13.....With no time change, the next major schedule change is supposed to come May 19. The Vacationer will end in late April, however.....EMPIRE SERVICE trains have received names, with the premiere Toronto connection trains 71 and 78 called the "Empire State Express". I understand the observations on those trains have temporarily been withdrawn and were seen heading for the shops.....In other news, PENN CENTRAL has only a handful of active E7's. All seem to be former PENNSYLVANIA units assigned to the NEW YORK AND LONG BRANCH. 4211 and 4233 were noted in mid-February.....The READING's five GP40-2's are running Joanna-Bethlehem ore trains. Like the new switchers, these units are painted green with bright yellow trim. (CONTINUED ON PAGE 4)

"ON THE SCENE" (Continued from Page 3)

.....The Washington's Birthday holiday found PENN CENTRAL trains quite crowded in our area. I noted borrow PC coaches from the NEW YORK & LONG BRANCH, Boston commuter pool, and CTA(New Haven) pools. Some really rare car types showed up and yet the trains still had too many standees.....the new Oakland-Bakersfield trains will be numbered 710 and 711 and will be scheduled to connect with the Starlight at Oakland to allow passengers to go from San Joaquin Valley points to Portland and Seattle..... JERSEY CENTRAL has a second rebuilt RDC (557) in service on the Cranford-Bayonne shuttle. The rebuilt cars are 556-557 and the remaining nine cars are being rebuilt by General Electric.....PENN CENTRAL Silverliners 201 and 231 has a collision on the approach to Penn Center Station. The ends of each car were damaged and they appear to be salvagable.....LONG ISLAND now has most of the 1963 MU's rebuilt as push-pull coaches. The twelve cab cars became 2701-2723 (odd numbers only) while the 18 blind cars became 2702-2736 (even numbers only).



"In Transit"

Compiled by Elbert Simon

CHICAGO's "L" fleet consists of 1100 cars, minus a few wrecks. Backbone of the system are 770 cars numbered 1-50 and 6001-6720. The first group was actually the last group to be built (in 1958) and is the only series of double-end cars.....The first 200 cars were built in 1950-51 with all new components. Between 1953 and 1957, another 570 cars came with certain components salvaged from PCC cars. Eventually, most post-war Chicago PCC's were rebuilt into elevated cars.....Newer cars are 180 cars numbered 2001-2180 which are used on the Lake-Dan Ryan Line and 150 Budd cars numbered 2201-2350. The latter run on some Congress-Milwaukee trains and also serve on the Lake-Dan Ryan line. Cars 6127-6130 have special high-speed trucks and fluorescent lights while cars #1-4 have a variety of truck styles. These cars plus two post-war articulated trains run on the Skokie Swift.....For the future, CTA wants to order 100 new cars, presumably to begin the retirement of the 6000 series cars.....As far as I know, LOUISVILLE was the only city to receive but never regularly use PCC cars. The Louisville Railway Company ordered cars 501-525 from St. Louis Car and actually received the first 15 in 1946. After a change of heart, these cars, plus the final ten, went to Cleveland as 4250-4274. Finally, they went to Toronto as 4675-4699 in 1952.....Most remaining PCC cars are either 100 or 108 inches wide. The "wide" cars are those in San Francisco, Shaker Heights, Newark, and the ex-St. Louis cars in Tampico plus the former Twin Cities cars in Mexico City.....Again, most remaining PCC's are between 46 feet and 46-1/2 feet long. Exceptions are SAN FRANCISCO 1006-1015, SHAKER HEIGHTS 71-85, and MEXICO CITY 2181-2286 (ex-Detroit 1949 cars) which are 50 feet long.....Height of the remaining cars is usually about ten feet or a shade more.....the oldest active PCC's are those in El Paso, which came from San Diego in 1950. They were built in March, 1937, something over three years before Philadelphia's oldest existing cars (the low 2500's of December, 1940).