

# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



## Cinders

MAY, 1974

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OUR MAY MEETING: Will feature a presentation by Mr. Martin Lenow, Manager of Marketing, Surface Transportation Systems, Boeing-Vertol Company, on the new light rail vehicles to be constructed by Boeing for operation in Boston, San Francisco and (hopefully) Philadelphia. Mr. Lenow has appeared before other rail enthusiast groups, and judging by reports from others, he will have an interesting presentation for us, to include a question-and-answer session. This will be our opportunity to learn first-hand about these new cars. For a traction-oriented evening, come on out on Friday evening, May 17, 1974. Dinner is at 6:00 p.m., (PLEASE SEE NOTE BELOW ABOUT ORDERING FOR BUFFET SUPPER), and our meeting will be upstairs in the Conference Room at 8:00 p.m. SEE YOU PLUS A FRIEND at the meeting.

BUFFET DINNER SET - RESERVATIONS ARE REQUIRED: At our May meeting, we will try the long awaited buffet-style dinner, which hopefully will promise to eliminate the delay we often encounter in being served our dinner. The cost will be \$5.50 per person, and advance reservations are required. Please notify Vice-President Frank G. Tatnall, Jr., either by postcard, or by telephone, so that he knows BEFORE Wednesday, May 15, whether or not you will be eating dinner with us at the meeting. Let's see a big turnout for dinner and see if the buffet isn't the answer for the Chapter. DEADLINE AGAIN ON RESERVATIONS, WHICH ARE NECESSARY, IS WEDNESDAY, MAY 15. Frank's home phone number is 215-828-0706. Call him tonight while you are thinking of it.

EXCURSION TO BAVARIAN SUMMER FESTIVAL AT EAST MAHANOHY JUNCTION SET: Flyers and a descriptive folder on the Chapter mainline excursion from Reading Terminal to East Mahanoy Junction and back on Sunday, June 30, 1974 are enclosed with this issue of CINDERS. The cost, including admission to the Festival, is \$14.00 for adults and \$7.00 for children before June 17, after which tickets, IF AVAILABLE, will cost \$15. per adult and \$8 per child. Let's sell out our 4th excursion in a row, and do it early. Flyers will be available at the meeting on May 17, or can be obtained before that by calling President Eastwood at 215-947-5769 any evening. Flyers will also be available in the Reading stations at Reading Terminal, Norristown, and Phoenixville.

PHILADELPHIA CHAPTER NEWS (Continued)

NEW "IN TRANSIT" EDITOR FOR CINDERS: Member E. Alfred Seibel has come forth and volunteered his services as Editor of the IN TPANSIT column for CINDERS. We thank Al for offering his time and assistance, and we're pleased that someone as knowledgeable as Al has accepted the job. His first effort appears on page 3.

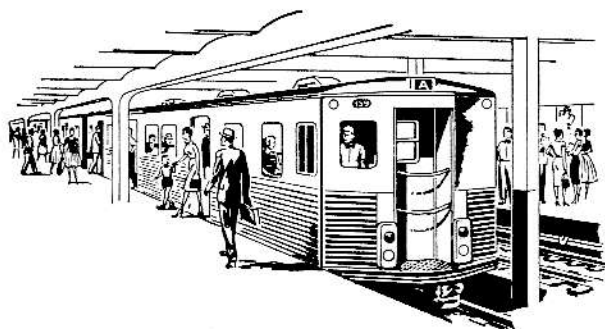
CHAPTER ELECTIONS CREATE CHANGES IN OFFICERS: Our elections have produced some new faces as officers of the Chapter. A Nominating Committee was appointed by your President, consisting of Samuel L. James, Chairman, and Bill Wagner and Rodger Fredrick. They were charged with finding any and all suitable candidates for the offices of the Chapter for the 1974-75 year. Officers Eastwood, Tatnall, and Arnoux ran unopposed, and were unanimously re-elected by a ballot cast by the Secretary. For the office of Second Vice-President, Paul Kutta declined re-nomination, and John Pawson and Al Pfeiffer were nominated. John Pawson was elected to the post. Incumbent treasurer Earle Finkbiner handily won re-election over challenger Henry Adamcik. John Pawson, Al Pfeiffer and Incumbent Jim Dillon were all nominated to the post of Director. John Pawson's name was withdrawn after his election as 2nd Vice-President, and Director Jim Dillon, after a long career of service in the position of Director, resigned his position in deference to Al Pfeiffer. We thank both Jim and Paul for their services as officers of the Chapter, and we are sure that both will continue to be loyal Chapter supporters. Paul will continue to handle special assignments and projects for your President.

EARLY DEADLINE AND SPECIAL MAILING FOR JUNE CINDERS: The firm deadline for the June issue of CINDERS will be the night of our May meeting, Friday, May 17. All material and columns must be turned in to the President that evening. The reason for this is that the June issue of CINDERS will be mailed from the last remaining Railway Post Offices in the United States. A Railway Mail Service clerk who is a neighbor of Sam James' will handle the mailing for Sam, and we'll be sure and let you know who this fine fellow is in the June issue of CINDERS.

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## ***D&H PA's on CNJ, L&HR June 15***

The Mainline Steam Foundation, Inc., in cooperation with the CRR of NJ and the Lehigh and Hudson River Railway has announced an excursion with the D&H Alco PA's on a never-to-be-forgotten trip from Elizabeth and Plainfield, NJ to Warwick, NY, on Saturday, June 15, 1974, totalling 254 miles, round-trip. There will be movie run-bys, scenery, photo stops, and a leisurely visit to Warwick itself. Included will be the last open-platform observation car in the U.S. in regular service, CNJ #1178. Tickets on the trip are \$24.95 for adults, and \$19.95 for children under 12, and tickets may be obtained from: Mainline Steam Foundation, Inc., P. O. Box 302, Holmdel, NJ 07733. This is a one-day only trip - no second chance - proceeds from the operation of the trip will be used to acquire a steam locomotive for use on future trips in the Northeast. This sounds like a great excursion, and we urge you to support it. The train leaves Elizabeth at 8:00 a.m., Plainfield at 8:25 a.m., arrives Warwick at 3:30 p.m., and back at Plainfield at 7:35 and Elizabeth at 8 p.m.



# "In Transit"

edited by E. ALFRED SEIBEL

.....The NEWARK (N.J.) subway reduced fares for riders between Broad Street and Penn Station to 10¢. Riders beyond Broad St. will be required to pay the regular 40¢ fare. The lower fares went into effect April 8 and will continue as an experiment until June 30. However, the first-week riders between the two points mentioned more than trebled.....heard on radio WNEW New York City.....The MTA's R-44 cars only average 7,000 miles between shop visits. Compared to the other cars in the MTA's rapid transit fleet this is a very poor performance.....A bill before the New Jersey State Senate would grant \$38 million appropriation for the electrification and general upgrading of the NEW YORK & LONG BRANCH. The electrification, which has been endorsed by the administration of Governor Brendan T. Byrne, initially would be the 16.7 miles between South Amboy and Red Bank. Bridge problems beyond Red Bank will hold up any extended electrification to Bay Head.....\$22 million would be required to restore Boston-Cape Cod rail service. This includes, at today's prices, the purchase of four new diesel locomotives and 20 passenger coaches. The runs to Boston would terminate at Quincy where passengers would change to cars of the MBTA rapid transit trains.....

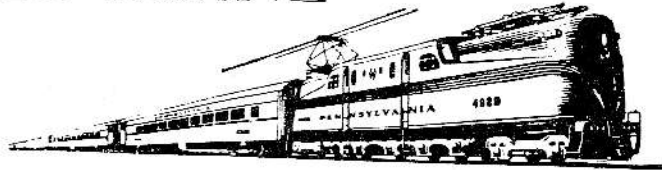
.....It was noted track for the rail renewal program on Woodland Avenue between 62nd and Island Road is being prefabricated in Woodland Depot. The job is scheduled for completion by June 30, 1974.....Add BAM to the ever-increasing collection of initials for the various transit agencies. Translated, it is Buffalo-Amherst Metro of the NFTA (Niagara Frontier Transit Authority). This will be the initial segment of the rapid transit system in Buffalo, NY, but, at this writing, its exact location for the main trunk line is still being argued by various civic leaders and associations...

.....TATOA - the Toronto Area Transit Operating Authority has been formed to take over operation of the Ontario Government's GO Transit advisory agency.....SEMTA!!! Rapid transit in the Motor Capital of the World?? The Southeastern Michigan Transportation Authority is proposing a 254-mile \$2.4 billion high-speed rapid transit and bus system for the Detroit area. 75 miles of the system will be rail rapid transit with 37 miles underground - 10 miles aerial (modern term for elevated) and 28 miles surface. All but three miles will utilize existing rail and highway routes.....BART called 28 Rohr cars "unacceptable" this past January due to problems with the seats. Rohr claims this has been corrected. Of the 450 cars ordered, 280 had been delivered in January.....A Japanese consortium headed by Mitsubishi Corporation is contracting for the first four stages of the billion dollar Hong Kong subway. It will link Hong Kong with the Kowloon peninsula and its 12.6 mile length will have 20 stations.

NEW!!! JUMBO, VANISHING VISTA POSTCARDS, by LYMAN COX. 25¢ EACH - MANY NEW, DIFFERENT CARDS AVAILABLE FROM PUBLICATION SALES AT OUR MAY MEETING. REGULAR SIZED CARDS ARE AVAILABLE TOO - 5¢ EACH, LOWEST PRICE AROUND. SUPPORT YOUR CHAPTER & BUY POST CARDS.



## "ON THE SCENE"



with El Simon

The 110 news diesel for AMTRAK are starting to arrive. By July, most long-haul trains will have them. When added to 40 existing units, the assignments by railroad will be: AT&SF(30), SCL(40), SP(16), BN(42), PC(14), and ICG(8). PC's units will be assigned to the National Limited and Broadway Limited west of Harrisburg. E units will be reserve units on many of these engine pools, so may still see limited use on many of the long-haul trains.....PC still has at least 35 E-8's in non-Amtrak service. 9 are at Boston, 5 at Chicago, and 21 on the "Long Branch". 14 are former NYC, 21 are former PRR units.....the four active E7's (4211, 4224, 4233, and 4244) are ex-PRR units on the "Long Branch". All surviving E units are black now.....Eight active RPO's are all green now. These are standard cars 6523, 6536, 6546 and streamlined cars 6595-6599.....Boston has received ten streamlined coaches from the CTA(New Haven) pool. These cars, plus six RDC's, have MBTA emblems in the window area at one end. PC's last active "Long Branch" coach - 3859 - is at Boston. Also, there remain two grey NYC coaches - 1867 and 1880.....the new AMTRAK schedules take effect May 19. I understand the southbound Washingtonian will leave New York two hours earlier, and the eastbound National Limited will run about two hours later (not that it ever runs on schedule, anyway). Other changes will, likely be included.....Slumbercoaches will end on Florida trains to resume their summer service on the BURLINGTON NORTHERN this summer. The Vacationer made its last trip April 27, and the Carolina Coast will not operate this summer.....The LONG ISLAND seems to have at least ninety cars in push-pull service. The 30 1963 cars are now 2700-series, the 2801-2844 were MU trailers, while at least 16 1955-56 MU motors are now push-pull cars in the high 2800-series. Except for 2801-2844, an odd number means the car was a former cab car and an even number denotes a former blind motor.....AMTRAK will operate a summer service similar to last summer's with the following exceptions: The North Coast Hiawatha will run daily and a new train, Expo '74, will operate daily between Seattle and Spokane over the old GREAT NORTHERN route.....Equipment shortages seem to have scuttled plans for a second New York-Chicago and Chicago=Los Angeles service. SANTA FE dissatisfaction with AMTRAK service standards resulted in the end of the two "CHIEF"s. Now, trains 3 and 4 will be known as the Golden State, and 15 and 16 will be the Lone Star.....A number of trains, including the Broadway Limited, will run at the maximum 18-car limit this summer, or close to it. The Broadway is getting refurbished sleepers renamed for points on its route. The first car - 2556 - "The Potomac", was seen in early April. The pub cars 3401 and 3405 have rated high marks from riders-sister 3409 was running on the Silver Star. These are the two trains slated to use converted ambulance cars at this time.....The Champion is slated to carry an observation this summer - presumably, these will be the cars which were in the Empire Service and later went to Beech Grove Shops.....the local Northeast Amtrak trains continue to carry heavy traffic on weekends - the New Haven coaches remain regular fixtures with almost 54 cars used on a typical Sunday. Silverliners haven't been used in over a year at peak periods, and neither have the old MP54's.....PC baggage cars 9107, 9117, 9125, 9141, 9161 have been assigned to mail trains 4 and 3 and to joint service with SOUTHERN RAILWAY to Atlanta. At least eight standard B60E class baggage cars remain in service on the mail trains.