

# NATIONAL RAILWAY HISTORICAL SOCIETY

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PHILADELPHIA CHAPTER

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

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## Cinders

SEPTEMBER, 1974

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WELCOME BACK TO ANOTHER SEASON!! Summer is over, and we've had our fill (not really!) of railroading for another vacation season, and now we look forward to the cold months ahead. As we start another meeting season, we hope that you'll make every effort to attend as many Chapter meetings as you can during the 1974-75 season. Our meeting dates will be as follows during the coming season: September 20, October 18, November 15, December 13, January 17, February 21 (subject to change), March 21, April 18, May 16, and June 20. Mark your calendars accordingly.

OUR SEPTEMBER PROGRAM: Will feature what promises to be an outstanding TRACTION evening to start off the new season. Chapter member Russell Jackson will supply 6 films, all of great interest to our juice fans, to be sure. The timetable looks like this: 1) ATLANTIC CITY TROLLIES (color-silent); 2) NORTH SHORE LINE - The Last Day of Operation!! (color-silent); 3) WATERLOO, CEDAR FALLS & NORTHERN (black & white - SOUND!!!); 4) CRANDIC (black & white - SOUND!!!); 5) ILLINOIS TERMINAL (black & white - SOUND!!!); and 6) PTC - MARKET AND ARCH STREET ROUTES - which we believe is silent and in color. What an evening this looks like - Friday, September 20, 1974 - Dinner at 6:00 p.m., and the meeting at 7:45 p.m. We are going to try starting our Business Meetings at 7:45 p.m. We can do this for two reasons: first, using the buffet type meal, dinner is served and completed more readily, and second, many of our members have to meet certain transportation commitments, and this will allow each member the opportunity to partake of more of the program if he has transportation problems. MARK YOUR CALENDAR, and WE'LL SEE YOU ON SEPTEMBER 20.

BUFFET DINNER RESERVATIONS ABSOLUTELY NECESSARY: We must remind you that reservations for the buffet dinner at the Engineers' Club ARE MANDATORY. We had quite a number of people show up at the June meeting with no reservations. This presents an imposition on the Club, who prepare a quantity of food for a pretty exacting number of people. PLEASE COOPERATE. Dinner reservations for the September meeting are to be phoned to Frank Tatnall (or sent by mail) to reach him by Monday, September 16. Please attend to your dinner reservation while you are reading this, and do not delay.

PUBLICATIONS: New and different regular and jumbo size postcards have been received and will be available from Harvey Seligsohn at the meeting. This will be a good time to stock up on postcards you've used over the summer & see the new selection we have.

PHILADELPHIA CHAPTER NEWS (Continued)

SILVERLINER IV EXCURSION NOW SET FOR LATE OCTOBER: Our excursion on the Reading's electrified suburban lines using the new Silverliner IV MU cars is scheduled for a Sunday in late October or early November. The trip, scheduled to leave Reading Terminal at about 10:30 a.m., will cover the Fox Chase, Warminster, Doylestown and West Trenton lines, returning to Reading Terminal about 4:00 p.m. Flyers will be issued upon receipt of final information from the Reading, and nearby Chapters will be notified. Others who desire information on the trip may send a self-addressed stamped #10 envelope for the flyer to: Silverliner Excursion, c/o Philadelphia Chapter, NRHS, Box 7302, Philadelphia, PA 19101. Flyers will be returned as soon as they are printed.

PATCO WORK TRAIN EXCURSION CANCELLED: Due to the fact that the three Brill cars (former Bridge cars) 401-402-403 are to be restored to revenue service (you're reading this right!) early in 1975, we will be unable to provide the work train excursion on PATCO we had hoped for. The three cars will be restored to revenue service by SEPTA's Fern Rock Shops, and will be used, most likely, in Ferry Avenue-16th Street service. PATCO has decided to return these three cars to service due to the fact that new equipment cannot be even made available before 1977, due to builder backlogs at Budd. We are going to attempt to work out a Lindenwold shop visit, where the 404 will be made available for photography.

ADDRESS CHANGE: For those who may wish to keep in touch with him, German exchange student Frank-Matthias Ludwig's home address is as follows:

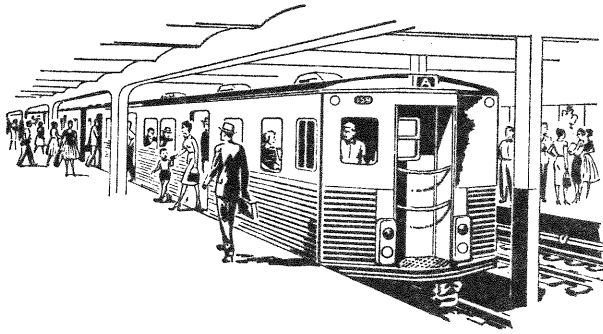
(8032) Gräfelfing Munich  
Hartnagelstrasse 12  
WEST GERMANY

Remember Frank at Christmas time and send him a card. He truthfully enjoyed staying with his hosts in the States, and appreciated all the many Chapter members had done for him and showed him while he was here.

TRAIN FARE AT GILBERTSVILLE, PA., SEPTEMBER 22: Those of you in the immediate area of Philadelphia will receive a notice for Train Fare, a bourse-type activity, at the Gilbertsville Fire Hall, on Route 73 in Gilbertsville, PA, on Sunday, September 22. The bourse, for train collectors, railroadiana collectors, etc., runs from 9:00 a.m., to 4:00 p.m. Advance admission is \$1.00, but admission at the door is \$2.00. Wives and children under 12 are free. Your Chapter will have a table at this affair for our railroadiana items.

VISIT THE EAST BROAD TOP WITH THE LANCASTER CHAPTER: On Sunday, October 13, 1974, the Lancaster Chapter will sponsor a bus trip from Lancaster to Orbisonia to visit the East Broad Top operation. The chartered bus will leave the Penn Central Passenger Station at Lancaster at 8:00 a.m., arrive Orbisonia about 11. Ride on the train, tour of the EBT Shops, M-1 gas-electric car ride, and 5 different street cars will be available. Depart Orbisonia for Lancaster about 5:00 p.m. The price of the bus trip is \$4. per person, available from: William L. Seigford, Lancaster Chapter, NRHS, 122 Mayfield Drive, Lititz, PA 17543. Tickets for all the train, gas car and trolley rides will be sold on the bus. This sounds like a terrific outing and we urge you to take part in it if you've got the spirit to enjoy some Fall rail activity. Flyers will be available at the September meeting.

NEW JERSEY ISSUES NEW HIGHWAY MAP: Joe Mannix advises that New Jersey DOT has issued a 1974 official transportation map with emphasis on public transportation. Requests are to be made by postcard to: New Jersey Department of Transportation, Office of Information Services, 1035 Parkway Avenue, Trenton, NJ 08625. Most important feature is a chart of routes and stops of the various commuter railroads throughout the State. Write for one.



# "In Transit"

by E. Alfred Seibel

.....former NEW HAVEN class EP-5 electric locomotives (NH #370-379) which were re-classed by the PENN CENTRAL to E40 and renumbered 4970 through 4977 are being rebuilt at Harrisburg. Four locomotives were serviceable, but six will be rebuilt and will probably wind up on Northeast Corridor mail trains, among other services. Repainting of the first locomotive was delayed until testing was proved successful; first unit has passed test with flying colors, and the program will now proceed.....The Pioneer III Budd-built MU cars of the PENNSYLVANIA, originally numbers 150-155, and renumbered in 1968 by PC to 294-299, have been renumbered again to 244-248, by simply changing the middle digit to a 4 from a 9. #299 was lost in a fire.....MARYLAND'S DEPARTMENT OF TRANSPORTATION has asked for a Federal grant to buy cars and locomotives, capable of nearly doubling commuter service now available on the two suburban Washington DC rail lines. The amount of \$6.2 million is being requested and some of the money will go to improve stations and parking facilities on the B&O's Washington-Baltimore and Washington-Brunswick lines.....

.....We have the car numbers of the MTA M-2 cars involved in the colossal catenary entanglement on the former NEW HAVEN, near Mount Vernon, NY station. Cars involved were 8546, 8547, 8506, 8507, 8556, 8557, 8412, 8413, 8410, and 8411. Passengers were transferred to the former NYC Mount Vernon station, where they were bussed to New Rochelle. Delays continued through the following day.....About two weeks prior to the opening of the Reading's Warminster extension, Silverliner IV 9023 tangled with a tractor-trailer at Fulmor. 9023 is being repaired at the Reading Shops. The new READING schedules went into effect on July 29, and on that date the catenary decided to collapse on the West Trenton line. MU trailer combine 799 is sporting a fresh coat of paint down to its truck frames. Now is the time to photograph this one-of-a-kind car. A recent visit to three of the Reading's outlying suburban terminals failed to turn up this car, but we did find MU combine 363, also in a new coat of paint, at Doylestown.....We hear that another electric railway museum is in trouble. The OHIO RAILWAY MUSEUM at Worthington (just north of Columbus) is being assessed \$12,000 by the local politicians for property improvements. The Museum just about broke even in 1973. Their collection consists of over 20 cars, some valuable interurbans being included in the group.....PULLMAN-STANDARD has received an order for 745 rapid transit cars from NEW YORK MTA. It's the first such order received by P-S for the New York City subway since 1937, when the NY Board of Transportation ordered 125 cars (#1475-1599).....Up in Canada, MONTREAL METRO has ordered 423 rubber-tired rapid transit cars from Bombardier, Ltd., a Valcourt, Quebec manufacturer of snowmobiles.....That visitor in Philadelphia from NEW YORK MTA - M-1 #8329, used on the Harlem-Hudson lines of the PC, was severely damaged by fire at Grand Central Terminal, March 13, 1974. Budd, GE-Erie, Mechtron, and the GE Service Shop in Philadelphia, were requested to submit bids covering the repairs to this car. GE Service Shop in Philadelphia was the sole bidder - the total cost to repair - \$167,175. \$67,175 is GE's quote for labor, and \$100,000 is the cost of material!!!

.....A railroad museum is planned for Altoona, PA, according to Raymond G. Garvin, president of the Railroader's Memorial Museum, Inc. The purpose of the museum is to collect, preserve, display, and when possible, operate all available material pertaining to railroads particularly that relating to the earliest days (TO PAGE 4, PLEASE)

"IN TRANSIT", Continued from Page 3

of the industry. There will be a public campaign to enroll 1500 members at a \$3.00 charter member fee. Memorial cash contributions will be accepted at any time, and checks should be made payable to Railroad Memorial Museum, Inc., 1206 11th Avenue, Altoona, PA 16601.....For our car number collectors, we list the travels of 11 PCC cars that went from KANSAS CITY to TORONTO, to SAN FRANCISCO:

<u>KANSAS CITY</u>	<u>TORONTO</u>	<u>SAN FRANCISCO</u>
740	4754	1180
754	4757	1181
756	4758	1182
767	4763	1183
769	4764	1184
778	4769	1185
779	4770	1186
780	4771	1187
789	4775	1188
792	4777	1189
551	4752	1190

While on the subject of equipment movements, below are the Toronto snow sweepers. They are Russell-built and originally were owned by Trenton Traction and the Eastern Massachusetts Street Railway, purchased second-hand by Third Avenue Railway in the late 1930's and sold to Toronto in 1948. Toronto numbers in parentheses(): (S-30) to Heritage Park, Calgary, Alta.; (S-31) Seashore Museum; (S-32) Heritage Park, Calgary; (S-33) Scrapped - parts to Heritage Park; (S-34) Not listed; (S-35) Branford (ex-Trenton #53, TARS #83); (S-36) Branford; (S-37) Orange Empire Museum (CA); (S-38) Not listed; (S-39) Transport of New Jersey (ex-Trenton #51, ex-TARS #82); (S-40) Orange Empire Museum; (S-41) to Florida, for a Museum???......PENN CENTRAL Silverliners 201 and 206 were recently spotted at Wilmington Shops. 201 had been involved in the Suburban Station collision with St. Louis Lateliner 231 earlier this year, and 206 had fire damage. Parts to repair these two cars are coming from Silverliner 210, which has been written off, due to severe fire damage.....US DOT has approved a \$59,580,000 grant to the states of Connecticut and New York for the purchase of 100 new electric MU coaches (read M-2's) to replace the 97 (June 20, 1974 count) "washboards" built in 1954 by Pullman-Standard at the old Osgood-Bradley plant in Worcester, MA. GE will be the supplier of the new cars.

## The U. S. Army Wants YOU!!

Like to "railroad" for a weekend per month - with pay??? The 717th Transportation Battalion (Railway), a local Army Reserve unit, is seeking new members. Units of the battalion, headquartered in South Philadelphia, train one weekend per month on the New Hope and Ivyland. Minimum pay for 16 hours of training is \$50.72 for a recruit, and would normally be at least \$63.08 for an individual who has already served in the Armed Forces. Persons with prior service are usually enlisted at their former rank and are only obligated for one year. The two weeks of summer training are spent at Fort Eustis, VA, operating the Fort Eustis Military Railroad. For further details, call or write Kelvin MacKavanagh, c/o Penn Central Transportation Company, 450 Six Penn Center Plaza, Philadelphia, PA 19104, Telephone (215)-594-2987.

## "ON THE SCENE"



with El Simon

.....The summer season saw AMTRAK struggling with high passenger loads and horrendous equipment problems. The consists of many trains never reached the published sizes and, in mid-season, they were reduced in some cases due to equipment shortages. It's the same old story, of course.....But, AMTRAK continues to make strides in several areas. By September 1, it had outshopped 1335 cars, plus a number of Metroliners, Turboliners and RDC's. Only about 180 cars owned by AMTRAK are still running in their old liveries. To this, you must add about 180 leased and "Clocker" cars not actually owned by Amtrak.....Nearby Mechtron Industries in Wilmington continues to play an important part in the refurbishing program.....most diners are now overhauled here. Only two SEABOARD COAST LINE cars remain, and both are diners which should soon move to Mechtron for their "beauty treatment".....Purchase of additional cars has slowed to a trickle in the past few months - I have only heard of one former C&O coach and a PC coffee-shop-tavern.....But, 257 cars are definitely on the way from Budd Company and will start to arrive next year. The first group of 57 cars will consist of 11 snack coaches and 46 coaches. The second group of 200 cars will consist of 170 coaches and 30 snack coaches. These cars should all be similar externally and, as everyone probably knows, will look like non-powered Metroliner cars.....The September 15 schedules added the Chicago-Port Huron Blue Water with two coaches and a snack coach. The Hiawatha has gone back to a tri-weekly basis west of Minneapolis. These are the principal changes this time.....Meanwhile, the Florida trains will re-acquire their Slumbercoaches this winter, along with the through Montreal-Miami sleeper. Early information indicates that many Boston-Washington trains will carry a reserved-seat coach for through passengers.....In Canada, CANADIAN NATIONAL has continued to rebuild cars on a limited basis. Within the past year, 14 22-roomette sleepers were rebuilt to baggage-dormitories 9475-9488. Two diners became club galleys 662-63. A coach lounge became cafe-coach-lounge 2514. Yet, 6 heavyweight parlors and 59 standard sleepers still soldier on.....The Hi-level fleet on SANTA FE are all either Amtrak livery or in the Shops. I noted that the 1937 lounge car "Picuris" has been rebuilt inside to more closely resemble a "Pub" car. So much for tradition.....BOSTON commuter trains now have over twenty NEW HAVEN stainless steel coaches and the major casualties seem to have been the prewar streamlined coaches inherited from the NEW YORK CENTRAL.....AMTRAK 19 (at New Haven, CT) is the seventh refurbished AMTRAK RDC, and the first in the east.....Some interesting equipment continues to operate - much of it on borrowed time. The ERIE LACKAWANNA's two Port Jervis trains continue to use Stillwell coaches pending the arrival of new cars ordered by New York State.....Four PENN CENTRAL E7's still operate on the NEW YORK & LONG BRANCH - last of their type in the East. Boston has PC's last grey NYC coach(1880), its last Scheme Six coach (3859), and the last reclining seat P70's - all in commuter service. There are no longer any "American Flyer" coaches in the old NEW HAVEN livery, however.....LONG ISLAND's sleeper-type parlor cars may be rounding out their final season as rumors persist that twenty MU coaches are being rebuilt with 2-1 seating (like CN's cars) to replace them.....PENN CENTRAL adapted E40 electric 4977 for freight service, but it seems to have made only one trip (to Harrisburg) so far.....AMTRAK continues to use E units east of New Haven, on Empire Service trains, the Riley and sometimes as the third unit on the Broadway. Generally, all other trains in this area or nearby now have the new SDP40F's, or GGI's. The order for AMTRAK's SDP40F's has been completed.

PHILADELPHIA CHAPTER NEWS (Continued from Page 2)

PORTUGAL OUTING, ANYONE?? Anyone seriously interested in a one-week trip to Portugal for trolleys and steam, please contact Larry Steingarten at the next meeting or at home at (609)799-2187. Cost would be about \$400., including airfare and hotels.

1974 DINNER TRIP: 49 members and guests took part in the 1974 Dinner Trip, which featured a ride on the Reading from Philadelphia to Sellersville, PA, and return on the Bethlehem Branch, on Friday, July 19. An MU electric train was used each way to Lansdale, and the RDC shuttle from there to Sellersville. Excellent fish and roast beef dinners were served at the Washington House Restaurant, a fine old country style hotel. Member Bill Wagner deserves, once again, special recognition for his efforts in arranging this affair for us.....his continuing excellent choice of restaurants will find us asking him to take charge of the 1975 dinner outing. We're grateful Bill - thanks for a fine evening.

801 POSTCARD ENCLOSED: The postcard of Liberty Bell Car Number 801, photographed while on display at the Magee Museum in Bloomsburg, comes to us compliments of member Ron DeGraw, who asked that we pass them along to you. Thanks, Ron for sharing the cards with us. Ron, as most of you know, is SEPTA's Director of Planning.

NEW MEMBERS: We take pleasure in welcoming the following new members to the Chapter:

ADAMS, Bruce E., RD #1, Box 262, Narvon, PA 17555. Bruce is a Penn Central locomotive engineer.

BOWIE, William S., 1510 E. Butler Pike, Ambler, PA 19002. Mr. Bowie is a Systems Analyst, and has taken part in many of our mainline rail excursions.

DAVIS, William, Jr., 728 Mockingbird Lane, Audubon, PA 19401. Bill is a retail fuel oil dealer.

OTTEY, George K., 1159 Bridge Street, Philadelphia, PA 19129. George is a shipper.

SALTER, Ned, 1861 Markley St., Norristown, PA 19401. Ned is a hobby shop operator in Norristown.

SCHAEFFER, James C., 63 Strawbridge Ave., Westmont, NJ 08108. Mr. Schaeffer is retired.

NEW HOPE AND IVYLAND OPEN HOUSE: We call your attention to the enclosed flyer giving all details and reservation information for the NH&I's Autumn Open House, to be held the weekend of October 19 and 20, 1974. Chairman Richard C. Roden has planned what looks like another excellent weekend of railroading on the NH&I this year, and we hope you'll plan to take part in some, if not all, of the activities. Please be reminded that all weekend pass orders postmarked by September 30, 1974 are entitled to reduced rates. New attraction at New Hope this year will be the MU'd Copper Range Baldwin switchers.

1976 CONVENTION PLANNING GETTING INTO FULL SWING: A meeting between West Jersey Chapter and Philadelphia Chapter officers will occur in either September or October, for the purpose of beginning earnest planning for the 1976 Convention. You, as a member, have a voice in these meetings, and for the activities you'd like to see as part of the 1976 Convention. Your forum is either your Chapter President or First Vice-President. Please make your ideas known NOW, so that everyone's views may be given consideration. We want to include as many activities in the Convention as we can. Let's make Philadelphia the place to be in '76. Volunteers will be accepted at this time for committee assignments, although specific committees have not yet been set up. But, let us know where you'd like to help - trips, publications, publicity, reservations and ticketing, etc. We'll need a lot of help, and you can take part.

# A Nostalgic Look Back.....

For those of us who enjoy a look into the past, we bring back the following memories:

From the NRHS BULLETIN BOARD, February, 1938:

The Philadelphia Chapter's 2nd Anniversary will be celebrated by a banquet and entertainment in the Reading Company's North Broad Street station, Thursday, March 3, at 6 p.m. Banquet tickets in a limited number are available to the Philadelphia Chapter members at \$1.00, and to others at \$1.25. For tickets, write to R. G. Lewis, 359 E. Gowen Ave., Phila., promptly.

From the NRHS BULLETIN BOARD, March, 1938:

Mr. Gill, Gen'l Manager of the Reading Company, and Mr A. C. Cromwell, Asst. Chief of Motive Power of the Baltimore & Ohio R.R. were featured speakers at the Philadelphia Chapter's 2nd Anniversary Banquet, March 3rd. The Chapter's membership is now over 80 and a reduction in local dues has just been effected.

From the NRHS BULLETIN BOARD, March, 1939:

Fifty members and friends of the Philadelphia Chapter were present March 2nd at the Chapter's Third Annual Banquet and enjoyed a fine meal served by the Sylvania Hotel. Mr. M. W. Jones of the Baltimore & Ohio gave a brief talk, stressing the importance of the railroads, after which the Reading Company showed the latest A.A.R. "Vocafilms".

March 5th, 286 passengers were on board the Chapter's "Hi-line" special around the City of Philadelphia and out the Newtown Square branch of the P.R.R., despite poor weather conditions and the early hours of the trip. The train was made up of 6 coaches and a track-inspection car, powered by an H9 locomotive. To the amazement of by-standers, the train proceeded up the center of Delaware and Washington Avenues in the heart of South Philadelphia, where passenger trains had rarely before been seen. Along the Newtown Square Branch, which has not had regular passenger service since 1908, special stops were made on trestles and at scenic spots for the fans to record the rare scene with their cameras. Except for the fact that the Union News ran out of sandwiches before the end of the run, the trip was a complete success.

The first NRHS Bulletin (mimeographed) tells something of the beginnings of the Society:

The NRHS was founded at Philadelphia, PA., Oct. 14, 1935, by the merger of several railroad clubs, for the purpose of co-ordinating the efforts of railroad enthusiasts. ....Chapters have been established in Trenton, NJ, and New York City (both formerly Interstate Trolley Club) and Lancaster, Pa (formerly the Lancaster Railway & Locomotive Historical Society). A chapter is in the process of organization in Norfolk, Va., and it is expected that a chapter may be formed in Baltimore and Washington.

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All of the above quotes from early NRHS publications were gathered by Al Seibel. The Philadelphia Chapter will celebrate its 40th Anniversary in March, 1976, and I think it would be fitting to mark the event with a special banquet type celebration. I also would feel it appropriate to issue a commemorative booklet illustrating the Chapter's many activities over these 40 years. I would like someone to volunteer to coordinate this project, and other members should start digging through their negative collections with the idea of contributing photos for a booklet. R. L. E., Jr.

## RENUMBERING OF PENN CENTRAL GG-1 LOCOMOTIVES, FOR AMTRAK AND PENN CENTRAL, 1973

<u>1ST</u> <u>PENN CENTRAL #</u>	<u>2ND</u> <u>PENN CENTRAL #</u>	<u>NEW AMTRAK #</u>	<u>1ST AMTRAK #</u>
4892		900	
4897		901	
4899		902(2nd)	
4900		903	
4901		904	
4902		905	902(1st)
4903		906	
4904	4930		
4905	4931		
4906		907	
4907		908(2nd)	
4908		909	908(1st)
4909	4932		
4910		910	
4911		911	
4912		912	
4913		913	
4914		914	
4915	4933		
4916		915	
4917	4934		
4918		916	
4919		917	
4920		918	
4921	4936		
4922	4937		
4923	4938		
4924		919	
4925		920	
4926		921	
4927	4939		
4928		922	
4929		923	
4930*			
4931		924	931***
4932		925	
4933		926	
4934		927	
4935	4935**		
4936*			
4937		928	
4938		929	

\* -- 4930 and 4936 were not purchased by Amtrak, and did not receive new numbers, due to both locomotives being off the roster due to wrecks.

\*\* -- 4935 is the only 4900-series GG-1 to retain its original number.

\*\*\*-- Amtrak-painted GG-1 931 is rare since it is now numbered 924, and no other unit will wear a number higher than 929.

Renumbered Penn Central GG-1's are to avoid possible confusion with Amtrak-numbered units.