

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

December, 1972

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Christmas Greetings

AND BEST WISHES FOR THE NEW YEAR

SEASON'S GREETINGS!!!!!! It is once again with pleasure that the Officers of the Chapter send along best wishes for a Merry Christmas to our members, together with very best wishes for a joyous Holiday Season to those of the Jewish faith among us. We all have much to be thankful for in this Chapter, as 1972 has brought us much success in every effort we have undertaken. We are hopeful that 1973 will be as beneficial a year for the Chapter, and for your own personal lives as well. We remind you again of that famous railroad saying, "SAFETY FIRST" during this busy season.

OUR DECEMBER MEETING: Will take place Friday evening, December 8, 1972, with dinner at 6 pm, and our meeting at 8 p.m., at our usual location, the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. The program for the evening will be another in our continuing series of MOVIE NIGHTS, highlighted by a 1940-vintage Association of American Railroads publicity film, RAILROADING!!! One of our mystery members is trying to see if he can't find that MYSTERY FILM which eluded us at the June, 1972 meeting. There should also be a couple of other good publicity films available for the meeting, too. Let's see a big turnout for dinner and for the meeting, and close out 1972 in a good spirit. Start your Holiday Season with a railroading flavor.

1973 DUES BILLS: 1973 dues bills have been mailed by Treasurer Earle Finkbiner, and you should all have them by now. Please be prompt in your dues payment, so you can be placed back on the rolls for 1973. Earle's address is on our masthead above, should you have questions about your membership now or at any other time.

PHILADELPHIA CHAPTER NEWS (Continued)

1976 CONVENTION TO BE SHARED WITH WEST JERSEY CHAPTER: At our National annual meeting, held on Sunday, November 12, 1972, at the Bellevue-Stratford, your Chapter, together with the West Jersey Chapter, officially placed a bid for the 1976 Convention. The Directors of the Society unanimously awarded the Convention to us. After January 1, a Convention Planning Committee will be selected from each Chapter, and this joint committee will conduct the steering and advance planning for the Convention. Letters have already been written to the various operating agencies, and a survey has been mailed to all Chapters hosting conventions between 1967 and 1972, so that we may have some data available to the Committee as they start their task. We have received assurance of absolute cooperation from SEPTA, and this is a major step in moving towards a successful Convention. The Convention proposal, etc., is reprinted on pages 4 and 5.

WHAT HAPPENED TO THAT "BROADWAY LIMITED" FILM: Your President must confess that the U. S. Postal Service does have its problems. It seems that the "Broadway Limited", scheduled to be shown at the October meeting, didn't arrive in time. It was mailed Special Delivery at New York on October 13, and it took until October 23 for it to be delivered to Vice-President Frank Tatnall at his office. The Company which rented the film to us was not at fault. We are going to have the film for our January, 1973 meeting, which is Friday evening, January 19, 1973, so reserve the date to see the "Broadway Limited!". The film rental agency has assured us that the film will be hand delivered down herefrom New York.

CHAPTER INCORPORATION: Your Chapter officers have a meeting scheduled with General Counsel Richard S. Clover on Wednesday, December 6. Certain changes will need to be made in our By-Laws to qualify us as a non-profit educational group, and these will be discussed with you at the December meeting. You will be kept posted on all proceedings dealing with the incorporation as they transpire.

A NOTE TO THE CHAPTER AND ITS MEMBERS: "The family of Mrs. Mabel W. McKim sincerely appreciates the kindness and sympathy you have extended to us in our bereavement".

NEW MEMBER: HERBERT C. HAYS, III, of 123 S. Lansdowne Avenue, Lansdowne, PA 19050.

CHAPTER AUCTION BIG SUCCESS: Once again this year, the Chapter auction was a big success. A total of \$453.75 worth of railroadians changed hands, and the Commission earned by the Chapter totalled \$43.59, plus \$18.00 worth of railroadians donated by Frank A. Weer, and Chapter Director Jim Dillon donated \$20.00 from his proceeds. Thanks to Jim and Frank for this extra boost from the auction, which meant that the Chapter received a total of \$81.59 from the auction. This extra money will be well used in providing extra pages to CINDERS, etc., from month to month.

RAIL TRANSIT IN PHILADELPHIA: This 1954-vintage Chapter publication is now sold out. Please remember your fellow rail enthusiast in Christmas giving, as well as enthusiasts outside the Society. The Reading Terminal reprint will be available at the December meeting; \$1.00 per copy; also the Chapter postcard of the 900's on the Shamokin trip at 2 for 15¢. Sticking one each of the postcard with your own Christmas card to fans around the Nation will be a favorite. Both items available at the December meeting.

A FIGURE OF INTEREST: At your President's urging, Treasurer Finkbiner has gone thru all our 1972 bills, and has found that we paid a total of \$51.33 in Pennsylvania State Sales Tax during the year 1972. It would be nice if we could find a way to get an exemption from this tax, which eats up your dues money.

"ON THE SCENE"



with El Simon

.....The continuing flow of AMTRAK re-painted cars has added two of the former NEW HAVEN lounge cars. They are AMTRAK #1700 and 1703, operating as parlor cars on clocker trains 200, 212, 219, and 225. They replaced Congressional parlor-observations which seem to be running on Boston trains.....Some of the refurbished AMTRAK cars are getting their original names, not their most recent ones. For example, diner-lounge 8381 bears its original MAINE CENTRAL name of "Merrymeeting" and sleeper 2293 has its original name of "Golden Poppy" (rather than the SOUTHERN PACIFIC number which replaced that name).....AMTRAK's system timetable issued October 29 is something of a collector's item, as only 75,000 copies were run.....A special train for General Motors ran on Wednesday, November 15 to White Sulphur Springs. It consisted of 12 bedroom sleepers, 2 sleeper-lounges, a twin-unit diner, and a baggage car. This was the "green" train and I understand as many as four other specials operated from other points.....A ski train will operate every Friday from New York at 6:00 p.m., from December 15 and return from Waterbury, VT at 4:00 p.m., every Sunday. The train will have bar cars and other special features.....

.....The Florida Special's deluxe features will be carried by the Silver Meteor this winter. Like the Super Chief, a special menu will be offered.....AMTRAK's first new locomotives will be 40 SDP40F's similar to those built for the GREAT NORTHERN several years ago. They'll retire the 74 SANTA FE F3's and F7's which never were purchased by AMTRAK.....During the peak travel period of December 15-January 2, service will be increased on four western routes. Apparently, the Starlight, San Francisco Zephyr, and North Coast Hiawatha will operate on a daily basis during this period, and the Chief will be reinstated.....There's a former PENNSYLVANIA 6DB-lounge at Penn Coach Yard painted in a scheme similar to AMTRAK's. It's owned by a private party and is the #416-LIONELINES. Clever!!!.....Great Western Tours in Oakland, CA has a former UNION PACIFIC twin-unit diner which they use on special moves. The cars are named "Adventurer" and "Nomad".....Apparently, Florida trains will not stop at North Philadelphia station starting December 15.....

.....By the time you read this, one of every three cars owned by AMTRAK should be repainted. The Broadway Limited often runs as an all-AMTRAK train and, if they wish, the Silver Meteor could run that way as well.....The Mad Yardmaster strikes again!! The weekend of November 19 found CANADIAN NATIONAL 5646 running on clockers and CN sleeper "Pine Falls" running to Miami. A good opportunity to brush up on your high school French!! I noted to my chagrin that both halves of the Dutch door have not one BUT two handles to be manipulated before one can get the door open. Life moves at a more leisurely pace in Canada!! The Montreal trains seem to carry an extra coach or sleeper several days each week. Often, the sleepers include one of the four cars leased from the SOUTHERN.....Pittsburgh now appears to schedule 75 streetcars in the morning rush hour. On the day I recorded them, 54 were 1700's, while 21 were older 1600-types. One car, #1730, is repainted in a psychedelic scheme I last remember seeing after eating an anchovy pizza. It certainly is unique.....As I write this, there are 8 trains planned for the Army-Navy game - one each from Paoli and Trenton, 3 from New York, and 3 from Washington. Look for an open-end observation on one of the Washington trains.....READING MU 821 latest repaint job.....

More next issue - EL SIMON.

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



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

November 13, 1972

To the Officers and Members of the Philadelphia Chapter:

At the Annual Meeting of the Society, held at the Bellevue-Stratford Hotel, on Sunday, November 12, 1972, here in Philadelphia, your Chapter and the West Jersey Chapter jointly placed a bid for the 1976 Convention to be held in Philadelphia.

As expected, the Convention was awarded to Philadelphia and West Jersey Chapters without opposition. I am enclosing a copy of the presentation message which was read to the National officers and directorate. This message, together with the presentation proposal, will be read to the members at the November meeting, and printed in the December issue of CINDERS.

After January 1, 1973, each Chapter will name two or three persons to sit at the initial meeting of the Convention Committee, mainly to set down ideas and lay the ground work for the Convention which is necessary at this time. During 1973, it will probably be necessary for little activity on the part of this committee, other than to determine the type of activities to be conducted, and to make a survey of past conventions to determine the necessary hotel space which will be needed. The Bellevue-Stratford will be the Convention hotel, and a commitment for a certain number of rooms has been cleared, but it will be necessary to determine if the number of rooms is sufficient, and yet not excessive.

The various carriers (Reading Co., Amtrak, and SEPTA) are being apprised of this forthcoming event this week by letter, and we are informing them not for the purpose of laying groundwork for specific trips, but to just inform them as a matter of information that this event is to take place.

Further information on the 1976 Convention will be passed along by both Chapters as the need arises.

Fraternally,

A handwritten signature in cursive script, appearing to read "Larry", written in dark ink.

R. L. EASTWOOD, JR.,
President

NATIONAL RAILWAY HISTORICAL SOCIETY

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(THE FOLLOWING IS THE OFFICIAL PRESENTATION BY THIS CHAPTER AND THE WEST JERSEY CHAPTER TO THE ANNUAL MEETING OF THE SOCIETY, SUNDAY, NOVEMBER 12, 1972, AT PHILADELPHIA, PENNSYLVANIA, REQUESTING THAT THE 1976 CONVENTION BE SPONSORED JOINTLY BY THE TWO CHAPTERS AND HELD IN THE CITY OF PHILADELPHIA).

"For slightly more than two years, the West Jersey Chapter of our Society has undertaken preliminary studies of the feasibility of holding the Society's 1976 annual convention here in the City of Philadelphia. This year, the Philadelphia Chapter has joined in this effort. Together, we of the Philadelphia and West Jersey chapters would like to invite the Society to hold its convention in the City of Brotherly Love on our Nation's 200th birthday.

"A survey of NRHS directors has indicated that Philadelphia ranked number one with them as the electric railway city in the United States.

"Preliminary arrangements have been made with the Bellevue-Stratford Hotel to be our convention headquarters, if the Convention is awarded to Philadelphia. Additionally, we are confident of the cooperation of the Southeastern Pennsylvania Transportation Authority in assisting us in making this convention attractive.

"We of the two Chapters are of the firm belief that there will be numerous improvements made in our local transportation system by this Nation's Bi-Centennial year. We possess here the largest street railway network in the country; we also possess one of the most extensive electrified suburban commuter networks in America, and we are at the center of the fast-growing Northeast Corridor. We feel that with the emphasis being placed on the revitalization of rail passenger transportation today, that we can afford to the Society an interesting and varied convention program that will exhibit to our fellow members the improvements we are confident will take place on the local rail scene."

- R. L. Eastwood, Jr.,
President
Philadelphia Chapter, NRHS

(IN KEEPING WITH THE SEASON, WE REPRINT THE FOLLOWING POEM, WHICH ORIGINALLY APPEARED IN THE JANUARY, 1967 ISSUE OF THE CENTRAL NEW YORK CHAPTER, NRHS NEWSLETTER, AND WHICH WAS REPRINTED IN DECEMBER, 1971 IN THE "LAKE SHORE TIMETABLE". WE DON'T KNOW WHO THE AUTHOR OF THE POEM IS, BUT ENJOY IT!!!)

A VISIT FROM SAINT NICHOLAS

'Twas the night before Christmas, and out on the track,
Old Thirty-three-hundred was taking up slack.
The signal and switch lamps were lighted with care,
in hopes that Saint Nicholas soon would be there.
The signal maintainer was home in his bed,
While visions of overtime danced in his head.
Forgotten were overalls, jumpers and cap,
As he settled himself for a long winter's nap.
When down in the hall there rose such a clatter,
He sprang from his bed to see what was the matter.
Away to the phone he flew like a flash,
Slipped on the stairs and came down with a crash!
The boss was phoning at eleven-fifteen:
"There's more snow on the iron than I've ever seen.
So put on your pants, your shirt and your jumper,
And hook a ride down here on somebody's bumper;
And we'll let you work like a busy old beaver."
The signalman cussed and hung up the receiver.

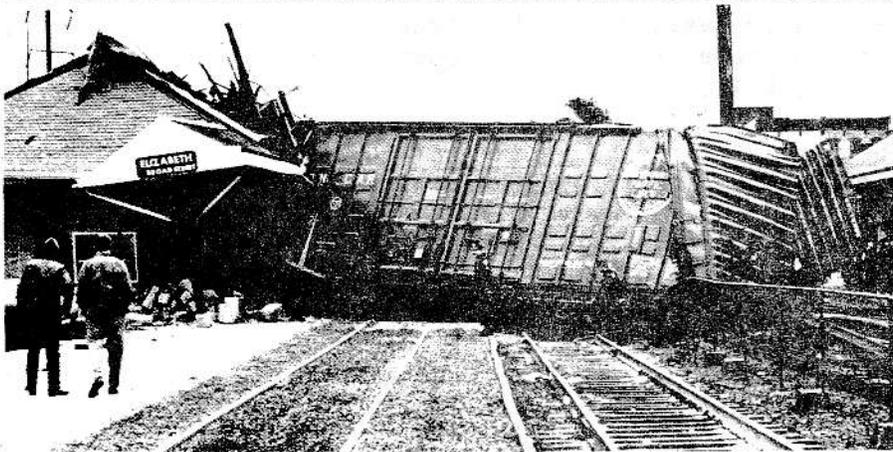
The freight yards resounded with moans and gripes,
And snowdrifts were frozen all over the pipes.
The towerman was trying to line up a route,
While the fast midnight freight was blocked to boot.
The levers were jammed for two or three nights,
And something had happened to all of the lights.
'Twas a job without rest, compensation or thanks,
To dig out the pipelines and sweep off the cranks.
But finally the signalman straightened his back,
For the snowdrifts were all shoveled off the tracks,
Returned to the tower and fell in the door,
To spend Christmas Eve asleep on the floor.
When on glancing around his features turned blue,
For the snow plow was coming on track number two;
With a little old hogger so lively and quick,
He knew in a moment it must be Saint Nick.

But old Santa, alas, just could not recall how
To slow down his engine or lift up his plow.
He highballed on through with a leap and a bound,
While ballast and ice went flying around;
And seventeen tons of snowballs and rocks
Were piled on the pipelines, wires and locks.
He spoke not a word but yanked on the whistle,
And the steam blew away like the down on a thistle.

(CONTINUED ON PAGE 7)

"A VISIT FROM SAINT NICHOLAS" (Continued from Page 6)

Then on down the line went the high wheeling Saint,
 While the signal maintainer fell down in a faint,
 But later recovered though filled with a fear,
 of shovelling snow for the rest of the year;
 And he heard Santa call ere he steamed out of sight,
 Merry Christmas to you.....and do have a good night!



The photo at the left was reprinted from the UNITED TRANSPORTATION UNION NEWS, issue dated Nov. 25, 1972.

The westbound passenger station at Elizabeth was damaged, but the east-bound with its famous clock tower was not.

Another accident at a railroad passenger station—though not as serious as the Illinois Central Gulf crash in Chicago several weeks ago—is this derailment on the Central of New Jersey that smashed a station house in Elizabeth, N. J. Two persons were reported injured. (UPI Photo)

J E R S E Y C E N T R A L E X C U R S I O N J A N . 1 3 , 1 9 7 3

For those of you who can brave the cold, the Railroad Enthusiasts, New York Division, Inc., will sponsor "The Winterland Accommodation", which is billed as one of the first railroad excursions of 1973. It will operate on the Central Railroad of New Jersey on Saturday, January 13, 1973, and will depart Elizabeth station at 9:15 a.m., and return to the same location about 5:45 p.m. The trip will cover the High Bridge Branch, and the Wharton and Northern Railroad. The equipment consist will be one of the CNJ's finest push-pull trains. A reasonable number of photo stops and movie runs will be offered to all passengers, snow and weather conditions permitting. The cost of the excursion is \$15.00 prior to January 1, 1973, and \$17.00 for tickets after that date. Tickets are available from The Railroad Enthusiasts New York Division, Inc., P. O. Box 302, Hasbrouck Heights, NJ 07604. No refunds will be made after January 2, 1973, and all refunds are subject to a \$1.00 service charge. No tickets will be mailed after January 7, 1973, so please mail early.

Philadelphia, Pa. in 1976!

SOUTHERN RY. GAINS PASSENGERS



LOOK AHEAD-LOOK SOUTH

Southern Railway has said that it has no plans to join Amtrak next March, nor at any time later. The National Association of Railroad Passengers had been pressing Southern to join with Amtrak on March 1, 1973, when it becomes eligible by law.

Southern's President Claytor stated as he has before that SOU will cooperate whole-heartedly with Amtrak on its connecting service and will also cooperate in setting up computerized reservation systems when Amtrak does so.

Area rail enthusiasts who have ridden Southern trains in recent times will attest to the high quality of the passenger service offered, as well as to the excellent condition of Southern's passenger equipment. Mr. Claytor issued some statistics concerning passenger equipment maintenance recently, and said that in the past 12 months, heavy general repairs have been given to 45 passenger cars, including 3 baggage, 5 combined coach or dormitory and baggage cars, 27 coaches, 2 diners, and 8 sleeping cars. Southern policy calls for such a general overhaul once every 3 years, which everyone must admit is a high standard of housekeeping for passenger equipment. All Southern passenger equipment is in excellent condition, according to Mr. Claytor, as SOU kept the best of the lot as it reduced the number of trains it has run in recent times.

Southern's passenger volume has risen about the same as Amtrak's National average. Volume in May and June, 1972 on the Southern rose 13.2% over 1971, just about the same as Amtrak's 13.7 Nationwide increase.

Southern also said that it does not need any new passenger equipment at this time, and has no plans to purchase additional equipment. Southern's passenger losses at this time are about \$4.5 million per year, but this loss, of course, could be reduced if passenger ridership continues to rise.



PHILADELPHIA CHAPTER

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