

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

MAY, 1972

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CONTRIBUTING EDITOR: Paul Kutta, 1359 Green Hill Ave., West Chester, PA 19380
EXCHANGE EDITOR: William P. MacIver, Jr.
TREASURER: Earle P. Finkbiner, P. O. Box 65, Lumberton, NJ 08048

OUR MAY MEETING: Will feature AMTRAK Night. A real treat is in store for the passenger train enthusiasts at our May meeting, as we will have an all-Amtrak program presented by Mr. John G. Thomas, District Sales Manager for Amtrak in Philadelphia. Mr. Thomas will speak on the subject - Where Amtrak has Been - Where it is - and Where it is going. At the conclusion of his talk, Mr. Thomas will conduct a question and answer session. Also included will be Amtrak's first promotional movie - this features the TurboTrain's Nationwide tour of 1971. This promises to be an outstanding, and educational evening. The date is Friday evening, May 19, 1972, with dinner at 6 p.m., in the Club dining room, and the meeting upstairs in the Conference Room at 8 p.m.....all at the Engineers' Club, 1317 Spruce St., downtown Philadelphia.

STEAM TOURS EXCURSION: By the time you read this, the Harrisburg trips will be history. At this writing, the 2102 is at Abrams engine terminal, and the observation car Brothers Two is at the bumper post on track 2 in Reading Terminal awaiting the big weekend. We'll give details on the operation of the trip at the meeting on May 19.

SHAMOKIN EXCURSION SOLD OUT: Our trip on the Reading Company from Reading to Shamokin and return sold out less than 3 weeks after the first flyers were placed in the mail. At this writing, we have turned away more than 90 passengers, plus dozens of others who had inquired about the trip. As you know, we attempted to obtain three extra coaches from the Reading, however, the cost involved in obtaining these extra cars would make the total cost of the excursion prohibitive. In the future, it is going to be necessary for those going on these trips to order tickets extremely early, based on the response to this outing. The Chapter's policy will be to honor all ticket orders strictly on a first-come, first-served basis. We feel this is the most fair way to operate these outings. Chapter members generally get about a 2 week advance notice on these trips, and will continue to do so. But we must remember that this trip sold out more than 4 weeks in advance, and that the success we have had here could well be repeated on future outings. We can estimate at this time that your Chapter will earn more than \$500 for its treasury as a result of this trip. Final accounting figures will be published in June CINDERS. We are looking forward to May 21, and hoping for a good weather day for this trip.

PHILADELPHIA CHAPTER NEWS (Continued)

ANNUAL ELECTIONS: Annual elections were held at the April meeting, Friday evening, April 21, 1972. The following were elected to serve as Chapter officers for the 1972-73 year:

PRESIDENT

R. L. Eastwood, Jr.
Post Office Box 41
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(215) WI-7-5769

FIRST VICE-PRESIDENT

Frank G. Tatnall, Jr.
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SECRETARY

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436 Carpenter Lane
Philadelphia, PA 19119
(215) GE-8-6880

Their addresses and telephone numbers are listed here. Please make a note of them on your records, and remember that we are here to serve you and are always available for suggestions and comments. We would ask that you extend the usual courtesy to your officers and not call them at their places of employment, and try to confine home phone calls to after dinnertime, but not later than 9:00 p.m.

NEW MEMBERS: Your Chapter takes pleasure in welcoming the following new members to our rolls. We hope that they will benefit from their membership in the NRHS, and will assist us in our many rail enthusiast functions and goals:

DEAN, Leslie J., 410 E. Hinckley Ave., Apt. 30, Ridley Park, PA 19078
JACKSON, Russell, 155 Mansion Avenue, Voorhees, Cherry Hill, NJ 08034
KOVACH, Edward F., 8152 Terry Street, Philadelphia, PA 19136
OETTLE, Charles D., 7424 Beverly Road, Philadelphia, PA 19138

Paid-up membership for 1972 now stands at 148. We have delayed the publication of the membership roster until the June issue of CINDERS, due to the great amount of activity involved in both the steam excursions May 6 and 7, as well as the Shamokin excursion on May 21. In departing with past rosters, we will this year also publish the telephone number of each member beside his name. For those of you who have unlisted numbers and are willing to share them with your fellow members, please write your name and your phone number on a 3x5 card and present it to Secretary Paul Kutta at the May meeting. Those specifically desiring to NOT have their phone number published, please let your Secretary know, also.

OUR JUNE MEETING: Will feature another railroad movie night, which has proved very popular in the past. These will be all professional, 16mm sound movies. Friday evening, June 16 is the night. Also, Bill Wagner is working on a dinner trip for our annual July outing. More details on that will be forthcoming as they are available.

(MORE CHAPTER NEWS ON PAGE 4)

"ON THE SCENE"



with El Simon

.....An AMTRAK GG-1??? Yes. GG1 #4902 has been repainted a silverish color, with blue stripe, and a red nose, and was placed on the rejuvenated equipment on the Broadway Limited on May 2. The equipment was on display in Washington, DC, and also in New York before the first trip was made. The GG-1 has been renumbered Amtrak #902, and it looks like we'll have more fun trying to figure the GG1 roster out now!!!!.....

.....Amtrak issued some schedule changes effective April 30, and we understand that others (for the summer) are due June 11.....Briefly, changes in our area on April 30 found a restructuring of the Boston-Washington line. More Metroliners (to a total of 14 round trips) were added, but they replaced conventional trains south of Philadelphia. Overnight train service was reinstated between Washington and Boston, but we lost through service between Boston and Chicago when the George Washington/James Whitcomb Riley was terminated at Washington. The Keystone was replaced by a rescheduled National Limited as a separate train all the way to Kansas City. The Broadway will get an observation part way as the DC-Chicago sleeper will be a 5 DB-Lounge-Observation (B&O?) which will run both on the rear of the train up the Susquehanna Valley and on the Broadway west of Harrisburg.....On balance, the schedule is an improvement if only because near hourly Metroliner service is a reality. Come June 11, one of the Florida trains (The Champion) will either be dropped or combined with the Silver Meteor. A new Washington-Savannah train (The Carolina Coast), will run this summer on a schedule more like the Gulf Coast Special of the past. And, the National Limited will carry a through coach and sleeper to Los Angeles via St. Louis and a second Santa Fe train (the Chief) which will run via Santa Fe this summer.....

.....As I write this article, Beech Grove Shops have rebuilt ten coaches to Amtrak livery and they are coming out at the rate of about two cars per week. Also, several sleepers, lounge cars, baggage cars, etc., have been refurbished. The first PC car to be Amtrak'd is #7251, formerly PC 3191 (and originally a New Haven parlor car - what a history!!!!).....the next months will provide fans with a fine variety of equipment, because there are now Amtrak cars running with the remaining menagerie. For instance, this past week, cars from these railroads were noted in Philadelphia: C&O, SCL, SAL, ACL, PC, PRR, NYC, NH, L&N, NP, BN, SP, UP, SOU, and AT&SF; (15 railroads and a GN diner-coach has been seen at 30th Street).....In other news, some of Amtrak's trains continue to use E7's on the GM&O and SCL. Also, at least 11 E7's continue to operate on the New York and Long Branch.....FP7's, like those which will power our Shamokin excursion, can be found only in rare passenger service today. Rock Island and the Milwaukee Road use them in commuter service, and the SP and Southern in road service, but that's all in the U.S. Passenger F7's (as opposed to FP7's) can still be found on the AT&SF, BN and Rio Grande, plus C&NW commuters.

.....New York City has resumed the use of R44 cars on the subway system (their newest cars and the first 75-foot cars there) with the first cars assigned to the "F" line.....one surprise in an Amtrak roster recently published was their purchase of the ex-PRR "Keystone" tubular equipment. They haven't announced the use planned for this equipment.....110 cars earmarked for service on "Clockers" were not sold to Amtrak, because the status of these trains is still apparently unresolved (or at least it was when the roster of cars was prepared)..

(Continued on Page 4)

"ON THE SCENE" (Continued from Page 3)

.....The LONG ISLAND has stored most of the 20 1953 MU's which were the last non-air-conditioned cars built. They are stored near Sunnyside Yard along with the last double-deck cars and are to be retired.....PC is renumbering 31 Baldwin switchers (again???) to 9263-93 to clear space for 100 new GP38-2's to be numbered 7940-8039.....Mail trains on the PENN CENTRAL are usually all-Flexi-Van cars except #34 (of RPO fame). A fleet of 30 cabins are used on these trains. Mostly, they use rebuilt N8's (4700-4725) (re-equipped with roller bearings), but several N10 class bay-window cars have been renumbered 4750-4753 for this service.....the former California Zephyr dome-sleeper-observations have come off the North Coast Hiawatha, but a dome-parlor-observation runs every day between Chicago and Minneapolis. SEABOARD COAST LINE's three ex-Silver Meteor observations (5841, 5842, 5845), are being fed onto the Coast Starlight. For the time being, the BN Slumbercoaches and Amtrak lounge cars used on the Florida Special are finding a place on other SCL Florida trains.....At least 15 SANTA FE baggage cars are running on the Penn Central, and the Chicago-Detroit trains now feature parlor service in PC GDB lounges 4433-4436.....Original Silverliner #298 was burned in a fire at Downingtown on Monday, April 24..... the extent of damage is not certain - but this appears to leave 3 or 4 of the original 6 1958 Budd Pioneer III's serviceable. More next month.

---El Simon

PHILADELPHIA CHAPTER NEWS (Continued)

HARRISBURG EXCURSIONS COME OFF SMOOTHLY: The Harrisburg excursions May 6 and 7 came off very smoothly, and those Chapter members who cooperated on the crew assignments are to be commended for their fine effort. The weather cooperated perfectly for both days, and the only two problems became minor ones. One of the Geeps on the train failed on Saturday, delaying the operation westbound slightly; on Sunday, the air-conditioning in 5 of the 6 ex-RF&P cars was virtually inoperative, and the cars were quite uncomfortable. Just for the record, 618 paying passengers were carried on Saturday's trip, and 536 on Sunday. The actual amount of money that our Chapter will receive is unknown at the time of this writing, and may be for another week or two, until our friends in the West Jersey Chapter can close up the books when all the bills are received. We should have word for you in June.

OFFICIAL GUIDE BINDING: A number of our members have mentioned that an excellent place to have Official Guides bound is at Savidge and Krimmel, 232-34 N. 15th Street, Philadelphia, PA 19102. Member Les Dean is one person who has had a number of them bound, and the cost runs about \$4.00-\$5.00, depending upon the size of the Guide itself. It's a service well worth looking into if you're interested in preserving railroading's bible.

STEAMTOWN FOUNDATION ASKS SUPPORT TO SHELTER 759: Ross Rowland, Jr., Trustee of the Steamtown Foundation, has asked the financial assistance of our membership, as well as other enthusiasts around the country, in raising money to construct a building for the ex-NKP Berkshire 2-8-4 and all the parts and supplies used to keep her in an operating state. Ross says they need \$10,000 to start. Your officers ask that you seriously consider this request so that we all may be able to enjoy trips in the future. Send all contributions to: Steamtown, U.S.A., Box 71, Bellows Falls, Vermont 05101. When contributing, please designate the purpose for the funds you are sending, and PLEASE MENTION the fact that you are a Philadelphia Chapter member. Ross also mentions that Steamtown has obtained another waiver, and steam will run on the Green Mountain in 1972 again.

PHILADELPHIA CHAPTER NEWS (Continued)

ALCO PA'S NEED FUNDS, TOO: Steam Tours, Inc., with whom your Chapter co-sponsored the Harrisburg excursions, and who are also owners of ex-D&H Alco PA's 16 and 17, need funds badly to assist in preserving these units. A flyer has been enclosed with this issue of CINDERS, and we ask you to give at least that amount requested on the flyer. A dollar from every member of the Chapter would give Steam Tours \$150.00 towards some of the expenses involved in saving these two units. If you give, please mark "Philadelphia Chapter, NRHS" on the upper right hand corner of the coupon. This will also place your name on Steam Tours' mailing list for future activities.

MORE NEW MEMBERS: We've welcomed two more members into the Chapter since the front pages were typed. We're glad to have them aboard with us. They are:

DEL VILLANO, John G., P. O. Box 444, Villanova, PA 19085
TILONSKY, Samuel, 7217 Saul Street, Philadelphia, PA 19149.

We had a number of requests on membership in the Chapter as a result of the Harrisburg excursion. We urge each of you to bring a friend out to our Chapter meetings and acquaint them with the Chapter and its activities.

PUBLICATIONS COMMITTEE: Members John Pawson and Les Dean have volunteered their services for the publications committee. Member Bill White has also been assisting this committee. We jointly operated a souvenir sales area on the Harrisburg excursions May 6 and 7, selling the Reading Terminal booklet, as well as some nice railroad herald coasters. We will have a souvenir sales area on the Shamokin trip as well, offering Reading Terminal booklets, railroad herald coasters, original T-1 tie clips, and perhaps some other items if we can obtain them. Also available will be decals of D&H PA's 16 and 18, ex-RDG 2102, Strasburg 0-4-0 Camelback #4, and NKP 2-8-4 #759, from the John Terry Studios. We should also have a few of these items at the meeting on May 19 for your inspection. The Chapter Publications Committee will become more active in providing an outlet for material of this kind. First, it provides an additional source of revenue to the Chapter from excursions. Second, it provides these funds to the Committee to operate and prepare publications of our own. We are going to place the Committee on a separate accountability basis, so that we may know what and how well they are doing.

COMMITTEE APPOINTMENTS: Committee appointments are expected to be made at the June meeting. The five active committees will be, as provided in our By-Laws: Trip, Publications, Publicity, Equipment, and Newsletter. We still need volunteers for each committee. We ask you to contact your President at the May meeting, or by mail or phone before May 20.

CHAPTER ODDS AND ENDS: Because of the heavy amount of activities within the Chapter this month, we will not be able to present the amount of news we usually present, other than El Simon's column. Deadline for the June issue of CINDERS will be May 24. All material for the June issue must be in Paul Kutta or Larry Eastwood's hands before that date. Our June meeting is early - June 16th, so CINDERS must be printed early.

John Pawson needs subscription information on Modern Tramways magazine, which is published in England. Please write John at 1712 Alba Road, Willow Grove, PA 19090, or call OL-9-7736.

Larry Eastwood has an extra PRR "Scotchlite" keystone he will sell for \$7.50, the original purchase price from PRR; also a complete set of loose copies of RAILROAD MODEL CRAFTSMAN, Vol. 39, 6/70-5/71 issues, in good condition, \$3.00. Call him at WI-7-5769 to reserve either item; pick up and pay for them at the May meeting.

Trips & Activities:

Due to the large number of rail enthusiast activities taking place in the next month or two, we are going to devote the best part of a page to announcing these various activities so that those of you who desire to take part in any of them may know where to get the necessary tickets and information.

MAY 27 AND MAY 29, 1972: Steam Tours, Inc., and the Railroad Enthusiasts, Inc., present the extraordinary return of "The Royal Blue" from Elizabeth, N. J., to Washington D. C. via the famed CNJ-RDG-B&O route. The trip will operate southbound on Saturday, May 27, and northbound on Monday, May 29. The round trip fare is \$49.50 for adults, \$27.50 for children, one way fare in either direction is \$27.50 for adults, \$15.00 for children. Tickets are available from either the Chesapeake Division, Railroad Enthusiasts, Inc., P. O. Box 548, Laurel, MD, 20810, or from Railroad Enthusiasts, New York Division, Inc., P. O. Box 303, Hasbrouck Heights, NJ 07604. The southbound trip on Saturday will stop at Wayne Junction about 12:00 Noon for a pick-up; same fare applies from Wayne Junction to Washington as from Elizabeth. 2102 will be used.

MAY 28, 1972: Chesapeake Division, Railroad Enthusiasts, Inc., will sponsor the "Highfield Flyer", from Baltimore to Westminster, Union Bridge, and Highfield, Maryland and return, using either WM FA's or the ex-D&M PA's. Stopover to visit the Western Maryland Railway Historical Society's Museum at Union Bridge, also a chance to participate in the Carroll County Farm Museum's 6th Annual Steam-up and Militia Day. Train leaves Port Covington, Baltimore, at 9:00 a.m., returns to Baltimore by 6:00 p.m. Fare is \$14.50 for adults, \$10.50 for children under 12. Box lunches available for \$2.00 each. Tickets and further information from the Chesapeake Division, Railroad Enthusiasts, Inc., P. O. Box 548, Laurel, MD 20810.

JUNE 24, 1972: Edaville Railroad's famous "Rail Fan's Day" will be held once again, on Saturday June, 24. Among the events taking place will be: a steam freight train, a diesel freight train, a mixed train, a parlor car outside, a double header, a Model "T" Inspection car, engines on the turntable, and model railroad displays. The price of admission is one normal ticket, plus your membership card affiliating you with some railroad group. The time is from 11:00 a.m., until 5:30 p.m., and it's all in the place called South Carver, Massachusetts. Also, there will be a giant railroad auction, where you are invited to bring your treasures, and go home with someone else's. This looks like the place to be that day, and further info may be had from Mr. "Skipper" Clark, Bemis Street Railway, 21 Endicott St., Newton Highlands, MA 02161, or Edaville Railroad, "Rail Fan's Day", South Carver, MA 02566. You may send a self-addressed, stamped envelope for information on the Giant Railroad Auction. If you haven't planned your vacation yet, this might be a place to go.

THE LENS MEN, is a new, quarterly, slick paper publication containing nothing but photos and captions. The price is \$3.50 for the first year subscription, four copies. Some of the photos are quite good, and photos for publication are accepted only from subscribers, and there is no payment at the present time for photos. A nice work. We found some of the photos less than entertaining, but the quality of others made up for those with small deficiencies.

General Railroad & Transit News:

LEHIGH AND HUDSON RIVER: Has joined the route of neighbors Penn Central, RDG, CNJ and LV, by declaring bankruptcy. The carrier has filed a petition for reorganization under Section 77 of the bankruptcy law in the U. S. District Court for the Southern District of New York. L&HR listed debts due and payable of \$851,351, and cash on hand as of April 14 of only \$83,000. A hearing will be held May 12, when trustee(s) will be appointed. The L&HR reported a net operating deficit for January and February, 1972, of \$94,965, and the March loss was estimated at \$15,000. L&HR had been trying to make ends meet for some time by selling excess motive power. Finally, all the Alco RS3's have been disposed of, and we understood the Centuries were next.

CANADIAN NATIONAL: Must want back into the steam excursions business again. The Locomotive Engineer (pub. by BofLE) reports in its May 5, 1972 issue that the CNR will re-activate another steamer. The locomotive will be Mountain Class 6060, which for the last 10 years has been on display at Jasper, Alberta, in the old green and black passenger colour scheme. 6060 was built by MLW in 1944, and is an oil-fired loco. It will be replaced by Mountain Class #6015 at Jasper when it is being reworked. 6015 is now at the Canadian Railway Museum at Delson, near Montreal. The steam excursion program is expected to be re-introduced in 1973 or 1974.

CANADIAN NATIONAL: Standard dining cars are to be removed from CN passenger trains on the Montreal-Toronto and Ottawa-Toronto runs on June 1. Parlor car passengers will be served airline-style tray meals at their seats, while coach passengers will have to rely on a small combination bar and cafe car with a take-out counter (---The Locomotive Engineer, BofLE)

AMTRAK: Has begun a "Free Wheels" program, designed to compete with Auto-Train on the lucrative Florida runs. On April 17, AMTRAK began a program with Kinney Rent-A-Car System. Travelers from New York or Chicago will be able to get a "more or less" free automobile at the following Florida cities: Orlando, Tampa, St. Petersburg, West Palm Beach, Fort Lauderdale, Hollywood, and Miami. Only gas, insurance(extra type) and taxes will be charged for; the minimum requirement is three adult round-trip coach or first class fares from New York or Chicago to Florida.

AUTO-TRAIN: Is reportedly booked up already through the Christmas, 1972 season - perhaps AT could use a second set of equipment after all..

BURLINGTON NORTHERN: A grant of \$6.3 million has been made towards the purchase of 25 new double-deck commuter cars plus refurbishing and upgrading of BN's existing fleet. This grant has been made by the State of Illinois. BN will put up a matching amount, and this will then make the BN's commuter lines eligible for \$25.2 million Federal funds, to cover the \$37.8 million project.

SOUTHERN PACIFIC: Has given a big shot in the arm to the economy of the Seattle area, with orders for 1700 box cars from Pacific Car and Foundry, and in November, an order for 2375 cars from Gunderson, Inc. Total amount of the two orders combined is \$76 Million. Quite a nice chunk of change.

AMTRAK: Frank S. King, formerly PC system manager of passenger operations, has moved to Amtrak as Vice-President of Operations. He has a 30-year rail career, and at PC he was charged with operation of 1166 commuter trains, plus the Amtrak and the mail trains. Quite a task.

BOSTON, MASSACHUSETTS: Has moved to purchase 145 miles of Penn Central tracks in the Bay State for commuter service. The cost would be \$19.5 million. Also, MBTA is looking at Boston and Maine trackage for a similar set-up. UMTA would be asked to provide a grant to get things rolling.

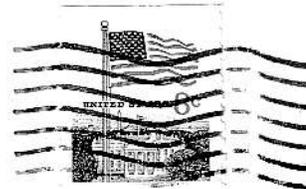
ALASKA RAILROAD: DOT says construction will begin this spring on a 10.2 mile extension of the ARR from Fairbanks to the Fairbanks International Airport. Spur is designed for rail-air freight interchange created by the North Slope oil operations. Cost of the line will be \$800,000, and the line will be done in 6 mos. time. ARR will pay for the line out of revenues. Federal funds for capital improvements on the ARR have not been needed since 1956 (except for earthquake repairs in 1965), and no operating subsidy since 1939. Quite a record. To boot, ARR now has its "new" passenger equipment in service, and traffic is rising on the passenger trains. They encourage tourists to come north and ride their re-equipped trains.

CENTRAL OF NEW JERSEY-LEHIGH VALLEY: The ICC ordered the Lehigh Valley to take over all operations of CNJ in Pennsylvania on March 24, as of April 1. The Commission acted to preserve service to shippers in Pennsylvania. Secretary Paul Kutta reported that CNJ moved all its "junk" motive power, such as the hand-me-down B&O units, etc., to Bethlehem to be used on the Pennsylvania lines. Also noted was the hostility of LV employees towards rail enthusiast photographers at Bethlehem Engine Terminal, as compared to the former friendly CNJ people. If you are planning a photo trip in the Lehigh Valley area, please beware.

READING COMPANY: A story in the Headlight and Markers, the official publication of the Cincinnati Railroad Club, Inc., relates that when the Southern's Piedmont was derailed near Arlington, VA, recently, caused by a jackknifed box car in a PC freight train, what do you suppose was powering one of the wreck trains (we don't know whether it was the PC, RF&P or Washington Terminal wreck train) but Reading GP35 #3655.....Reading Terminal, please take note. If one of the green-and-gold babies is missing, perhaps we've found her.

SOUTHERN RAILWAY: Mr. W. Graham Claytor, Jr., a friend to all of us, indeed, has related some information to the members of the Cincinnati Railroad Club which we feel should be passed along. Mr. Claytor states that Southern's experience has been that running the Southern Crescent costs \$9.84 per train mile, at a minimum. During the last quarter of 1971, the Southern Crescent earned \$5.44 per passenger-train mile, between Washington and Atlanta. However, the section between Atlanta and New Orleans earned only \$1.68 per train mile. The three-times weekly train between Salisbury and Asheville grossed only 24¢ per train mile. Mr. Claytor states that despite the economics, the Southern intends to maintain the best possible passenger service so long as they operate it. Those members of this Chapter who have ridden the Southern in recent years couldn't agree more. SOU runs fine trains. We understand that 10 of the 17 E-8's SOU uses have been repainted in the original green, gold and white of the Crescent Limited. Great!!!!

ROBERT L. EASTWOOD, JR.
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