

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

OCTOBER, 1972

PRESIDENT: R. L. Eastwood, Jr., P. O. Box 41, Huntingdon Valley, PA 19006
CONTRIBUTING EDITOR: Paul Kutta, 1359 Green Hill Ave., West Chester, PA 19380
EXCHANGE EDITOR: William P. MacIver, Jr., 200 E. Willow Grove Ave., Philadelphia
PA 19118
TREASURER: Earle P. Finkbiner, P. O. Box 65, Lumberton, NJ 08048

OUR OCTOBER MEETING: Will feature a feature length film from the year 1937!!!!!! It's entitled "BROADWAY LIMITED", and it stars Victor McLaglen and Dennis O'Keefe, and was produced by Hal Roach. This promises to be a different evening of entertainment, to be sure. Dinner will be at 6 p.m., as usual in the Club Dining room, and the meeting upstairs at 8 p.m. in the Conference Room. The location: The Engineers' Club, 1317 Spruce St., downtown Philadelphia. The date: Friday evening, October 20, 1972. Come on out and enjoy a leisurely dinner and bring a friend and introduce him to the NRHS.

MEETING DRESS: Once again we take a moment to mention that attire for Chapter meetings is coat and tie. Since we are guests of the Engineers' Club, it is proper that we all should be attired to fit the surroundings.

EAST PENN SPECIAL SELLS OUT: The East Penn Special, which will be history by the time you read this, sold out with about 7 days to go until the excursion. A number of people had been turned away by necessity, but all effort was made to accommodate every last passenger we could put on the train. This extremely successful effort means that 1972 has been a banner year for the Chapter, and that every excursion operated in the black. For those of you who have assisted in the operation of these trips, the appreciation of your officers is extended to you. We are going to attempt to be even more active in this area in 1973. We still need several enthusiastic volunteers to assist in the formation of a trip committee to share some of the work load in operating these trips. Members who are seriously interested in taking an active part are asked to contact any Chapter officer.

CHAPTER POST CARD: The post card of the FP7's at Molino has been delivered and is an excellent card. They will be available at the October 20 meeting to everyone and will be priced at 2 for 15¢. Buy a few and use them in your corresponding to publicize the Chapter and our excursion operations. We thank Vice-President Frank Tatnall for being so kind as to lend his slide for the production of this card. If we are able to operate another trip with this equipment in the Spring of 1973, yet another different souvenir will be produced.

R. R. Quiz

In order to challenge the expertise of our members, Chapter Secretary Paul Kutta has dug through a 1936 Official Guide and has come up with a quiz matching various railroads of that time with their slogans. Most of these roads are long gone. Some are easy, but there are some sticklers in the group. Answers will be found on page 5 of this issue of CINDERS. Don't peek at the answers, and score yourselves as follows:

- 95-100% - Conductor
- 85-90% - Engineer
- 75-80% - Fireman
- 65-70% - Brakeman
- under 60% - Railroad Executive

<u>MOTTO, SLOGAN OR NICKNAME</u>	<u>RAILROAD</u>
1. Chicago Outer Belt Line	_____
2. Double Track Throughout	_____
3. The Overland Route	_____
4. The Route of Scenic Beauty	_____
5. The Standard Railroad of the South	_____
6. The Short Route Between East & West	_____
7. Through the Heart of the South	_____
8. Carries 22% of All Passengers in America	_____
9. A Mill to the Mile	_____
10. The Line of the Minute Man	_____
11. The Better Way	_____
12. The Water Level Route - You Can Sleep	_____
13. George Washington's Railroad	_____
14. Follow the Flag	_____
15. The Line of the Blue Comet	_____
16. The Dixie Line	_____
17. The Port St. Joe Route	_____
18. Redwood Empire Route	_____
19. The St. Augustine Route	_____
20. Route of the Flying Crow	_____

ANSWER CHOICES - PLACE THE LETTER IN SPACE ABOVE

A - L&A	B - KCS	C - P&N	D - FEC
E - SAL	F - H&M	G - B&M	H - DL&W
I - NYC	J - TP&W	K - AN	L - ACL
M - NC&StL	N - UP	O - C&O	P - WAB
Q - PRR	R - CNJ	S - NWP	T - EJ&E

(P.S. - Your President tried the quiz (Honest-style) and got 85% right - not too bad for a young one who wasn't even thought of in 1936!!!! - RLEjr)

PHILADELPHIA CHAPTER NEWS (Continued from Page 1)CHANGE OF ADDRESS:

CRONMILLER, Robert E., 613 Noble Avenue, Erie, PA 16511
 SLAUCH, Robert, 651 Red Lion Road, Huntingdon Valley, PA 19006

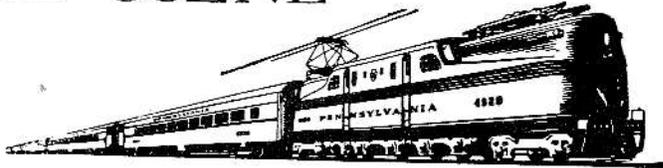
NEW MEMBERS:

LOSSE, Robert N., 240 Rutland Ave., Mt. Holly, NJ 08060
 OEDEMANN, Ronald J., 1370 Mill Creek Road, Southampton, PA 18966

NEW HOPE AND IVYLAND GAS CAR EXCURSION: There were a total of 33 passengers on the NH&I gas car trip, and it was a total success. The day started out as a rainy, dark day, but as we left New Hope it began to clear up and the rest of the day was perfect. Hugh Jenkins has done much work on the 4666, and since the trip has done even more. The car is available to all groups for charter operations, and we urge you to help the NH&I by publicizing this availability.

CINDERS: This issue of CINDERS will come to you about October 9. Your President will be away on a vacation after that period. The deadline for the next issue of CINDERS will be Saturday, October 28. All material for the November issue should be in the hands of Paul Kutta or Larry Eastwood by that date.

"ON THE SCENE"



with El Simon

.....Budd has stayed in the car-building business with a 50-car order for MTA M-1's to be built and delivered this winter. I have found also that they will build 25 gallery cars for Burlington Northern commuter service (20 cabs and 5 coaches) and refurbish the 94 existing cars.....In case it is getting hard to tell who is building what any more, GE is building 144 Cosmopolitans for the New Haven Line using Canadian Vickers carbodies. GE will build 224 MU's in total at Erie, Hawker-Siddeley is delivering PA-3 subway cars now to PATH, Rohr will build Washington's new subway cars in a Georgia plant, and Pullman-Standard will build 320 R46 subway cars for New York while St. Louis is completing R44 class subway cars for New York and gallery MU's for Illinois Central. Also, Pullman-Standard will build 50 cars for EL and CNJ. So you can see there is still quite a bit of carbuilding activity.....There are two errors in the Amtrak Spotters Guide which you should be aware of: Car 2711 should be ex-AT&SF 1618 - Pine Beach, and 2783 should be ex-SCL 6645 - Northampton County.....I had the opportunity to visit the Pacific Northwest, California and Canada on a recent combined business-vacation trip. A few parts of the trip are covered here first: the new Seattle-Vancouver train consists of 4 cars, including a dome coach, dinette-coach, and observation GN 1290 - Appekunny Mountain. Dome coaches are also in service on the Seattle-Portland trains and both of these sets have sit-down meal service. Other long distance trains out west appeared to be running quite heavy and local fans estimated that business was up over 30% as compared to last year. The Star-Light ran nineteen cars south of Oakland and on one trip hit 22 cars!!!!!!

(CONTINUED ON PAGE 4)

"ON THE SCENE", (Continued from Page 3)

.....The ex-Silver Meteor observation-lounges operate on the Daylight, but only on those days when it operates between Oakland and Los Angeles. And, five SP (leased) full dome lounge cars are assigned to the San Francisco Zephyr. When it ran daily last summer, SP and SCL lounges were the 6th set and backup duty.

.....Fairbanks-Morse Train Masters still operate on 11 rush-hour round trips between San Francisco and San Jose. GP9's protect the other, lighter trips. This is the final location for FM's in passenger service, unless Mexico's Chihuahua-al Pacifico uses them.....In Canada, Canadian National was doing the greater business, with two transcontinental trains totalling 35 cars as opposed to one CANADIAN PACIFIC train and twelve cars. Even in 1972, it was possible to ride between Toronto and Vancouver on a classic 12s DR sleeper (and on a few other CN trains as well). Eight auto-carriers have been converted from express reefers and carry six cars each between Toronto and Edmonton. Numbers are 9500-9507.....

.....CANADIAN NATIONAL personnel allowed me to copy their makeup book listing the types of cars on each train. Head-end traffic is still a significant part of their business, especially to points where roads are still primitive. READING fans might note that the Champlain equipment is now on trains 20 and 25 between Montreal and Quebec. They have been on this schedule for a couple of years now.

.....Montreal service began on September 29th northbound, and September 30th southbound, with AMTRAK trains 60 and 61, the Montrealer/Washingtonian, respectively. The tentative consist is a baggage car, 2 coaches (one a leg-rest car), 5 DB sleeper-grill, and a 10-6 sleeper. Presumably, the sleeper-grill cars are ex-NICKEL PLATE. Service is from Washington (via existing trains 167 and 144 south of New York), and via Springfield MA, and the Central Vermont. Actual sightings of the train indicated 14 cars were run up the first night (presumably to allow an equipment supply in Montreal), and other nights have seen about 7 cars.....JERSEY CENTRAL streamlined commuter coaches are being repainted with a yellow stripe and now look exactly like "parent" CHESAPEAKE AND OHIO.....The 97 "washboard" MU's on the New Haven Line are now being "modernized" despite rumors that they may be sold to another 11,000 volt property (HINT!!!). Six Cosmopolitans have been delivered to date, with 8400's MTA and 8500's CTA cars.....The only other AMTRAK train carrying a snack-bar coach is BN's Illinois Zephyr. They must be trying to tell us Corridor passengers something!!Reading MU's 774-891 were the cars washed in the Hurricane Agnes flood at Conshohocken. They were the only cars out of service until a West Trenton MU was clobbered in the side by a gravel truck at Roelofs last week. The car numbers are not completely known in that mishap, but 832 was involved and one trailer was pretty fairly damaged. Both cars are sitting outside of Wayne Junction shops, and judging by the looks of the trailer it might be 783. We should have number verification by the meeting, and also knowledge as to whether the trailer will be returned to service - it had quite a few window posts knocked and and was fairly heavily damaged.....PENN CENTRAL's MU's are by far the oldest passenger cars in regular service (so what else is new??) with many dating to 1911-1914. They are thus contemporaries of the Nearside cars and among the very first all-steel commuter cars.....The New York MTA has placed a two-phase order with Pullman-Standard for 752 subway cars in Class R46 (454, and pending receipt of further Federal aid, 398 more). They will spell the end for all pre-war subway cars in New York. All are 75' BMT-IND cars.....This winter will see a separate Silver Meteor and Champion again and the winter train will be called the Vacationer, I'm told. Plans to operate an all-sleeper train to Florida are apparently now dead.

- EL SIMON

Odds & Ends....

.....On Sunday, June 18, Dick Barben and Frank Tatnall rode the "Elkins Express" from Hagerstown, Maryland to Elkins, West Virginia and return, one of the rare excursions in recent years over this super-scenic line. The WM extra departed from Hagerstown at 8:30 a.m., and arrived back at 11:50 p.m., with a 1-1/2 hour layover in Elkins. There were about 400 passengers on board.

Power consisted of three rebuilt GP9's in red and white image, nine-ex-B&O coaches owned by Railroad Passenger Cars, Inc., the WM's own ex-Pere Marquette stainless steel coach, ex-B&O diner Pittsburgh, Baltimore Chapter's ex-B&O lounge-observation Edward G. Hooper, WM combine, and ex-CB&Q business car Black Hawk.

Scenic highlight of the trip was the 3.8 percent grade in Black Fork Canyon west of Thomas, WV. Despite wet rails on the return trip, the three Geeps slogged up the hill with no difficulty whatsoever. The regular freight east out of Elkins normally draws 11 units (mostly F7's), three in the lead, four cut into the train, and four more shoving on the rear!!!! The 111-mile branch from Maryland Junction (Cumberland) to Elkins is noted for its well-maintained track, tight curves, and delightfully remote scenery along the Potomac and Blackwater Rivers. The special covered several miles of line which will be inundated by a new lake when the flood control dam at Shaw, WV is completed in the next few years.

The trip was sponsored by the Western Maryland Railway Historical Society. NRHS sponsored a three-car special train between Cumberland and Elkins in March, 1971, which members Paul Kutta, John Pawson, and Larry Eastwood rode.

- F. G. Tatnall, Jr.

RAILWAYS TO YESTERDAY ASKS FOR ASSISTANCE

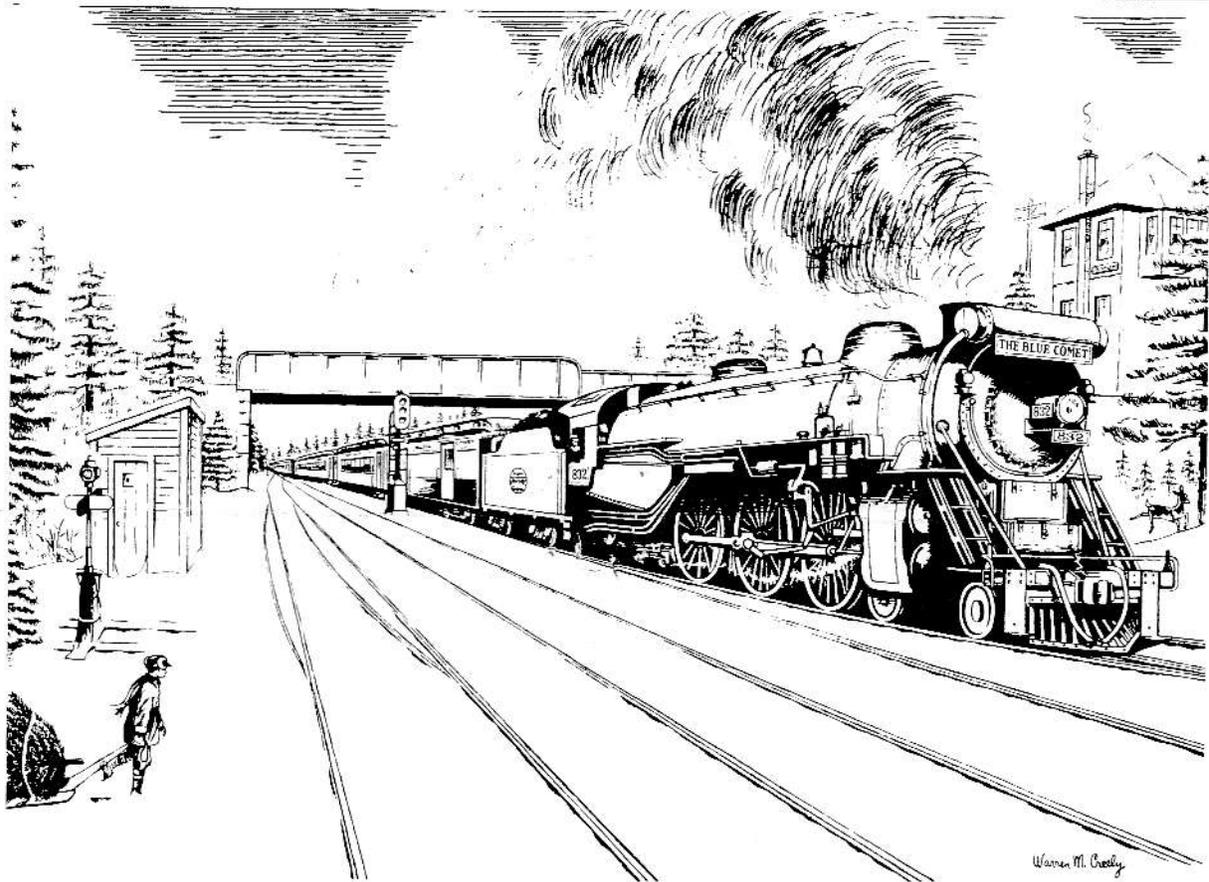
Mr. Louis J. G. Buehler, President of Railways to Yesterday, Inc., at Rockhill Furnace, Pa., has just acquired a genuine Brill double-truck, double end, deck-roof semi-convertible car, #249, built in Philadelphia in July 1904.

The car is presently located in Porto, Portugal, where it ran its entire life. A shipping company has agreed to a special reduced rate to transport #249 across the ocean to Philadelphia. It is estimated that the cost of moving the car will be several thousand dollars, not readily within the means of RTY. One of their members has agreed to donate \$200.00 to move the car from the Porto carbarn to dockside at Porto, and another member has pledged \$500.00 towards ocean shipment. Still another member has pledged overland transport from Philadelphia to Rockhill.

RTY is asking for donations, payable to "Railways to Yesterday, Inc.", to be sent to their Business Office in Allentown, Pa., at 328 North 28th Street, Allentown, PA. Please note on your check that it is for the Car #249 Appeal. We urge your support.

QUIZ ANSWERS FROM PAGE 2:

1 - T	6 - J	11 - A	16 - M
2 - F	7 - E	12 - I	17 - K
3 - N	8 - Q	13 - O	18 - S
4 - H	9 - C	14 - P	19 - D
5 - L	10 - G	15 - R	20 - B



Shown above is one of three excellent Christmas cards offered by Warren M. Creely, 1018 Sycamore Street, Haddon Heights, NJ 08035. It shows the BLUE COMET at Winslow Junction. The other two cards depict camelback #778 at Winslow Jct., and Erie Pacific #2935 on the Erie Limited crossing Starrucca Viaduct. 24 cards and envelopes sell for \$3.00 postpaid, and New Jersey residents are asked to add 15¢ tax for each box of cards. Cards may be of all one design or may be mixed. The Blue Comet card is blue ink with red greeting inside, the CNJ camelback black printing with red printing inside, and the Erie green with red printing inside. These are well done cards with a very interesting flavor for local fans.

PHILADELPHIA CHAPTER

Post Office Box 41
Huntingdon Valley, PA 19006



████████████████████
Apt. 22C, The Plaza
18th & The Parkway
Philadelphia, PA 19103