

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

SEPTEMBER, 1972

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EARLY FALL SCHEDULE SHOWS PLENTY OF ACTIVITY: Your officers wish to take this opportunity to welcome each of you back for another season of rail activities. We have planned a number of events already for the Fall season, some of which are described elsewhere in this issue. We hope you've had a good summer, and are looking forward to the 1972-73 Philadelphia Chapter season.

OUR SEPTEMBER MEETING: Will feature a 16mm color movie show by Chapter member John F. (Jack) Collins, Jr., with two films. The first film will cover a trip on the Chicago, North Shore and Milwaukee, and the second, covering steam and electric operations in the United States and Canada (make that Eastern U.S.), including the Iron Horse Rambles, and trips behind 759 and 6218. The second film was shown at the 1967 Convention at Albany, New York, and it is well worth seeing. The date is Friday, September 15, 1972, and the place is the Engineers' Club, 1317 Spruce St., downtown Philadelphia. Dinner in the Club dining room starts at 6 p.m., and the meeting is upstairs in the Conference Room at 8 p.m.

MEETING DRESS: While on the subject of Chapter meetings, it might be wise to mention to our newer members that the attire for Chapter meetings is jacket and tie. Since we are guests of the Engineers' Club, it is entirely proper that we should attire ourselves to fit the surroundings.

READING TRIP FINALLY SET: After a lengthy delay due to Hurricane Agnes and her aftermath, the Reading trip has been set for Sunday, October 8, 1972, from Reading, Pa., to Bethlehem, to Lansdale and back to Reading. The trip flyer is enclosed with this issue of CINDERS. Other trips had been discussed with the Reading, and were even to advanced stages, however, Agnes then hit with her fury, and set us back nearly two months from what we had hoped to be. Because there are only about 4 weeks left, it will mean that each Chapter member will have to publicize this outing to the various rail enthusiasts he knows in an attempt to drum up support. Flyers were circulated at the Convention in New York, and this was of great help in spreading the word around. The final approval on the trip came on Tuesday, August 29, and flyers were printed within 24 hours and being circulated. Tickets
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and reservations for Chapter members will be guaranteed up until September 15, after which time all orders for tickets will be filled on a first-come, first-served basis as in previous trips. Don't be disappointed on this excursion - make sure you are aboard by ordering tickets very early. A couple of crew member vacancies exist as this is written, but may not by the time the trip operates. Contact President Eastwood if you are interested.

NEW HOPE AND IVYLAND OUTING: As of Labor Day, 26 of the 40 tickets available for the NH&I trip had been spoken for. Others had indicated an interest, and it is hoped that all 40 tickets will have been sold by Saturday, September 9.

DINNER TRIP REPORT: 47 people attended our 1972 Dinner Trip at The Roundhouse Inn in Langhorne. The Chapter Treasury subsidized the outing to the amount of \$30.30, above the cost of \$6.00 per person. All who attended had an enjoyable evening, and were rewarded by the passing of two freight trains at Langhorne station while awaiting the return train to Philadelphia. In attendance was our National President, E. L. Pardee. Our thanks to Bill Wagner who once again handled the affair for us and it came off in the usual excellent way.

RED ARROW CENTER-DOOR EXCURSION: The Chapter excursion with center-door car #73 on Sunday, August 20, 1972 was also a very successful event. A total of 33 people were on board the car, and the result was a net surplus to the Chapter treasury of \$37.95, after all expenses. The weather cooperated beautifully for picture-taking, and Chapter Member and Red Arrow Director of Planning Ronald DeGraw took all of us through the 69th Street Shops after the trip. Those who attended had a very fine afternoon.

TREASURER'S REPORT: Treasurer Earle Finkbinder will be unable to attend the September meeting, and the following is the balance of the Chapter accounts as of September 1, 1972:

Checking Account - First Pennsylvania Bank (General Acct.)	\$ 1170.33
Checking Account - Provident National Bank (Trip Acct.)	407.90
Savings Account - Western Savings Bank	2582.91
Total Chapter Assets	<u>\$ 4161.14</u>

PUBLICATION AND SOUVENIR SALES: Mrs. Eve Walker, who has so graciously handled the Chapters publication sales for quite some time, has stepped down upon her taking a new job and moving to Elizabethtown, Pa. Eve says she will still always be a Chapter member, and we certainly extend our thanks to Eve for the job she has done behind the scenes selling Chapter publications. Your officers will be considering someone to handle this activity completely, including control of inventory. We will again have a souvenir sales area on the East Penn Special excursion. Bill White and John Pawson ably handled this chore on the Shamokin excursion, but we would like to have one person or so more to assist them and relieve them so they may enjoy a part of the excursion with the rest of the members.

CHAPTER POST CARD: Your Chapter has ordered a photo post-card made with a shot of the two FP7's and the rest of the Shamokin trip equipment. The shot was made by Chapter member and Vice-President Frank Tatnall at Molino, Pa. It is hoped that the cards will be ready for the October 8 excursion, but they are not promised.

PHILADELPHIA CHAPTER NEWS (Continued)

THIS ISSUE OF CINDEPS: Will arrive in your hands a bit late, due to the Convention activities, etc., which took away from the time needed to assemble CINDERS. Next issue of CINDERS will be published about October 3 or 4. Deadline for material for the October issue of CINDERS is September 15, at the Chapter meeting.

CHANGE OF ADDRESS:

WALKER, Mrs. Eve., c/o Masonic Nurses' Home, Elizabethtown, PA 17022

NEW MEMBER:

UNGAR, Otto, 2733 Ordway St., NW, Apartment 3, Washington, DC 20008

"ON THE SCENE"

with El Simon

SPECIAL NOTE: El Simon is spending approximately one month in the Western United States working for his firm. This column was written approximately the beginning of August, before his departure, and thus some news items may have changed since.

.....The summer of 1972 in the Philadelphia area saw the commuter service marking time until the introduction of new MU cars next year. No repainting of either PC or Reading standard MU's has been undertaken recently, and, as a result, many of the PC cars are getting scruffy. All Silverliners are in service except the two damaged by fire, but only one three car train of original Pioneer III MU's is left (295-297), and it runs from Paoli in the rush hour.....only one push-pull train remains in service (to Trenton), and the 14 New Haven cars have been stored at Penn Coach Yard and Sunnyside. Some are also at Morrisville. Only 16 non-air-conditioned MU cars remained at Grand Central for occasional use on the New Haven line.....Jersey Central is installing ten coaches purchased from Kansas City Southern with State aid. These cars were built in 1965, and retain their original numbers of 270 to 279, although, of course, they are now painted in C&O style blue and yellow. 35 Great Northern coaches of various types are due next (many of these were running on BN trains yet at the beginning of July). And, finally, EL and CNJ will share a recent State order for fifty coaches from Pullman-Standard, and 9 GE U34CH locomotives. These orders should end non-air-conditioned coaches on New Jersey lines. And, 80 new Jersey Arrows on order from General Electric will do the same for PC's old MU cars. The only non-A.C. cars remaining will be about 215 Erie Lackawanna MU cars for which no replacements have been ordered.....Meanwhile, AMTRAK hasn't purchased any more cars in the past 3 months, and their fleet still stands at 1277 cars. But, in addition, an additional 292 cars are currently leased from seven lines. Needless to say, PC had 172 cars in this category, but SP had 58 for runner-up spot. Such exotic types as 12 SP articulated coaches are included (and these run on the San Diegan and Daylight), plus an Auto-Train dome-coach-observation, which is a former Rio Grande car..... Not included in the above cars is a group of roughly 120 Penn Central cars arbitrarily assigned to "clocker" service since they are still in the course of a court action brought by the Commonwealth of Pennsylvania. This suit has delayed the

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"ON THE SCENE" (Continued)

renovation of cars on these trains pending a final decision, apparently..... Also, the Metroliners are not included in this group, although the last twelve cars have plates showing that they have been leased by Budd to Amtrak.....At least ten shops are now engaged in renovating Amtrak cars and there were over 300 cars completed by mid-August. Production was running at the rate of twenty cars each week. The cars in our area are representative of all types from baggage-dormitory types to the observations on the Broadway Limited.....A new service started July 17 from Seattle to Vancouver with one round trip. It runs south to Seattle in the morning and returns in the evening, with coaches and a snack bar-coach. Also, the Montreal service is scheduled to be reinstated on September 29, but via the PC-CV-B&M routing through White River Jct., rather than the D&H route.....There were eighty R44 subway cars in service as of mid-August. They are assigned to Queens express routes E and F. A new-style subway map was issued in August.....Five Long Island MU's are serving on the Staten Island Rapid Transit during rush hours pending delivery of 52 R44's early next year. Perhaps the worst cars still in service are the 30 or so 1925 cars, suffering from years of neglect..... I visited Chicago in early July and noted that Illinois Central had 72 of the 130 MU gallery cars in service. Many old cars littered their yards pending final disposition. The SOUTH SHORE LINE cut schedules in late June and was not using any IC cars. Plans are under development to buy some new cars to at least retire the remaining standard cars.....AMTRAK intercity trains looked good, with reasonably long and well-filled consists. At this point, I think two observations on AMTRAK are in order. First, AMTRAK isn't going to bring back 1956 or whatever your best year happened to be. The Interstate and the jet have made that an unreasonable expectation.....Second, it seems to me that their two major problem areas are equipment and reservations. PC wasn't the only line which was letting its cars go to seed and work is obviously under way to refurbish cars. Reservations systems are to be computerized with the system well along in development.....Saturday, August 12, I noted five coaches in blue and grey parked on the B&O line at Arch St. in Philadelphia. I couldn't read the names on the letterboard, but there were no emblems to help. My guess is that they may have been ex-D&H cars bound for Mexico or another Latin American country. (They were of the C&O half-stainless design.).....LONG ISLAND has eight control cars (rebuilt FA-2's) in service, and at least as many more are on the way. 6 L&N and 2 WM units became LI 601-606, and 607-08, and 2 more WM and seven SP&S units are on the way.

ADDITIONAL NEWS NEXT ISSUE - THIS ISSUE CUT SHORT TO MEET MAILING DEADLINE FOR MEETING.



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