

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

February, 1973

PRESIDENT: R. L. Eastwood, Jr., P. O. Box 41, Huntingdon Valley, PA 19006
1ST VICE-PRESIDENT: Frank G. Tatnall, Jr., P. O. Box 289, Plymouth Meeting, PA 19462
2ND VICE-PRESIDENT: Carl F. Landeck, 315 Harbison Road, Wayne, PA 19087
SECRETARY-CONTRIBUTING EDITOR: Paul Kutta, 1359 Green Hill Ave., West Chester, PA 19380
TREASURER: Earle P. Finkbiner, P. O. Box 65, Lumberton, NJ 08048
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PUBLICATION SALES: Harvey Seligsohn, 1220 Fanshawe St., Philadelphia, PA 19111

OUR FEBRUARY MEETING: Will feature our Chapter Slide Contest. Our last contest, which was held in October, 1970, was interesting and entertaining. Prizes will be awarded, and it looks like an evening of fun. Come out and share your best slides with your fellow Chapter members. The date is Friday evening, February 16, 1973, and Dinner is at 6 p.m., in the Club Dining Room, with the meeting upstairs at 8 p.m. The place is the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Mark your calendar and be ready. Full details on the Contest are on the enclosed entry form.

1973 DUES: At this time, there are 18 people who have not paid their 1973 dues. This will be the LAST issue of CINDERS for these 18 people unless they pay their dues before the February meeting, or at the meeting.

CHANGE IN MEETING DATE: Our April meeting date has been changed from the 3rd Friday of the month to the second Friday. The 3rd Friday, April 20, is Good Friday, and to avoid conflict with religious observances, we have adjusted the date to Friday, April 13, 1973. Please mark your calendars accordingly.

CINDERS DEADLINES: In an effort to provide timelier notice of our meetings, new deadlines have been established for CINDERS. This is concurrent with the numerous changes which will be made in the Chapter during 1973 to provide a more efficient and functional organization. In the future, DEADLINE for CINDERS material will be the night of the monthly meeting. Publication date will be the 1st of the month. In other words, the dead line for March CINDERS will be February 16, our meeting night, and CINDERS will be issued on or about March 1 for the March issue. It is hoped that by doing this we can avoid getting CINDERS to you at the last moment before our meeting each month. Accordingly, because of this adjustment in dates, there is little rail or transit news in this issue, other than El Simon's column. We plan to resume our complete news reporting service as of the March issue.

We are also desirous of starting up a Transit News column similar to that which El Simon edits, which basically covers mainline railroading. If anyone is interested in editing a Transit News column, please contact Paul Kutta as soon as possible.

R. R. Quiz

Many comments were received on the Railroad Quiz that was run in the October, 1972 issue of CINDERS, so we have decided to repeat it again. Chapter Secretary Paul Kutta has once again dug through an old issue of the OFFICIAL GUIDE, and has come up with a "Name Train Quiz". The list of names are of people, real or fictional, that have had trains named in their honor. One of these streamliners was actually named after a horse that was named after a person. This may take care of the purists who want to raise the question of legitimacy. All you need to do is match the names with the roads shown. Yes, you are right, there are less railroads than names, but there are enough answers to go around. The complete name of the train is not necessarily shown. Score yourself as follows:

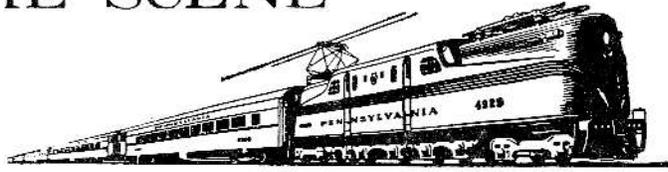
- All Correct - Motorman
- 1-2 Wrong - Trolley Conductor
- 3-4 Wrong - Sub-station inspector
- 5-6 Wrong - Traction Magnate
- All Wrong - Traction Company Stockholder

- | | |
|--------------------------------|---------------------------|
| _____ 1. La Salle | A. Chesapeake and Ohio |
| _____ 2. Asa Packer | B. New York Central |
| _____ 3. Ann Rutledge | C. Illinois Central |
| _____ 4. Irvin S. Cobb | D. Chicago & NorthWestern |
| _____ 5. Will Rogers | E. Canadian National |
| _____ 6. John Wilkes | F. Alton Route |
| _____ 7. Mark Twain | G. New Haven |
| _____ 8. Roger Williams | H. Lehigh Valley |
| _____ 9. General Custer | I. Frisco |
| _____ 10. George Washington | J. Burlington |
| _____ 11. Nellie Bly | K. Central of Georgia |
| _____ 12. Black Hawk | L. Northern Pacific |
| _____ 13. Nancy Hanks | M. New Haven-Pennsylvania |
| _____ 14. Robert E. Lee | N. Pennsylvania-PRSL |
| _____ 15. Abraham Lincoln | O. Milwaukee Road |
| _____ 16. James Whitcomb Riley | P. Seaboard Air Line |
| _____ 17. Pocahontas | Q. Norfolk and Western |
| _____ 18. Paul Revere | |
| _____ 19. Kate Shelly | |
| _____ 20. Sam Houston | |
| _____ 21. Hiawatha | |
| _____ 22. William Penn | |

(P.S. - Members Eastwood and Tatnall both tried the quiz and each got 2 wrong)

Answers will be found on Page 4 of this issue.

"ON THE SCENE"



with El Simon

.....AMTRAK has simplified some of its fares by eliminating the remaining coach reservation charges except on the Metroliners and Turboliners. Sleeping car charges are simplified by calling all private rooms by a single name depending on its size. Now, one will only have a roomette, bedroom, drawing room and bedroom suite with one, two, three and four beds, respectively. Gone are such special rates as the duplex roomette and compartment.....The Mexican service was schedule to begin January 19 as a connection off the SANTA FE's Texas Chief route from Temple, TX. I believe the name "El Interamericano" has been selected for these cars!!.....JERSEY CENTRAL started using ex-GREAT NORTHERN coaches in mid-January. 35 are on order with State aid and five are running as I write this. Although rebuilt inside with 108 new walkover seats, they retain their GN or BN exterior colors pending (I presume) a decision on who their final operator will be.....Not counting the 35 cars noted above, the State of New Jersey now owns 106 of the CNJ's cars. 48 are streamlined (Ex-CRI&P, MP, and N&W), 10 are streamlined cars recently acquired from the KANSAS CITY SOUTHERN, 38 are equipped for push-pull service and the balance are conventional coaches.....By the way, JERSEY CENTRAL still only has four control coaches, numbered 1317, and 1319-21. 1317 and 1321 have train stop and are usually assigned to the Cranford-Bayonne shuttles.....ERIE LACKAWANNA is receiving its second order of U34CH's for suburban service. Units are numbered 3374-3382, and they will team up with 50 new coaches on order from Pullman-Standard to replace the remaining older diesels and coaches on their suburban lines. Still in service are roughly 230 old MU electrics. Plans are to order 200 new cars as replacements, but no definite steps have been taken.....AMTRAK's Mexican connection (#21-22) is a disappointment. It runs three days a week and doesn't connect with the Texas Chief. The train's initial consist is merely a coach and diner-coach from Fort Worth.....
SANTA FE has retired the legions on F7's from the Super Chief. Two F45's power each train, plus an F7B for steam on the head end and a steam generator car on the rear. Eventually, new AMTRAK units are slated to power this train.....ILLINOIS CENTRAL GULF has had an inordinate share of derailments under AMTRAK, and I've been told that passengers are sometimes bussed from Jackson to New Orleans to allow a super-late Panama Limited to return to Chicago on time.....LONG ISLAND resumed service under a 90-day cooling off period on January 20. The strike lasted seven weeks.....Meanwhile, PENN CENTRAL again uses a push-pull train of eight former NEW HAVEN cars to New Brunswick. The Trenton push-pull train has been cut from eight to six cars (ex-PRR MP54's in this case).....There were 31 E7's on the PENN CENTRAL as of August 1. 28 of these units have been recorded in service in 1973 with 12 A units on the New York and Long Branch and 14 A and 2 B units on mail trains west of Harrisburg. Two A and 1 B units haven't been seen recently.....The Silver Meteor lost its high-window sleeper-lounges on January 15.....CANADIAN NATIONAL sleepers used to Florida do not have tight-lock couplers and therefore are normally to be operated on the rear of the trains.....The Railway Post Office situation on PENN CENTRAL trains 3 and 4 stands at five active cars, with two each way, plus one spare car. Five RPO's were among 21 cars recently shipped to Altoona for disposition.....PENN CENTRAL's last three rectifier passenger electrics (EP-5) on the New Haven Line are 4971, 4973, and 4977.....Last parlor car to operate in NH orange is "Mystic", which saw limited service over the Christmas Holidays..

----EL SIMON

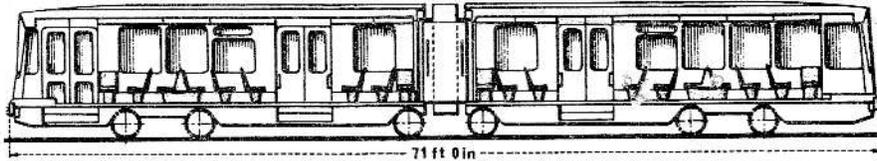
\$32m DoT grant for MBTA tramcars

A TWO-THIRDS GRANT amounting to \$32.8 million is to be made by the US Department of Transportation towards the purchase by Massachusetts Bay Transportation Authority, Boston, of 150 articulated tramcars for use on its Green line. As outlined in RG October, these cars will form part of the joint order for about 230 cars sponsored by DoT's Urban Mass Transportation Administration for Boston and San Francisco Municipal Railway. DoT has also made a grant to MBTA for

its share of the design and development work.

The current specification calls for a bi-directional six-axle articulated car, 71 ft long and 8 ft wide, with a total passenger capacity of 219. Intended to operate at a maximum speed of 55 mile/h, the cars will have an acceleration rate of 2.8 mile/h-sec and braking at 3.5 mile/h-sec. Cars for Boston will be airconditioned.

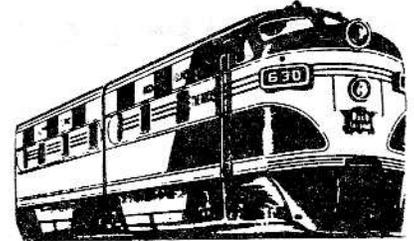
Tenders are now invited and details are available from the Director of Planning Construction, MBTA, 500 Arborway, Boston, Massachusetts 02130, USA. Closing date is January 11 1973, and delivery of cars is expected in 1974-75.



Designed for running in either direction, the cars to be ordered by MBTA can run singly or in trains of up to four units. The contract will include options to purchase up to 25 additional cars for MBTA and 12 for San Francisco

ANSWERS TO R. R. QUIZ (Found on Page 2)

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



Reprinted from RAILWAY GAZETTE INTERNATIONAL, Nov., 1972

PHILADELPHIA CHAPTER NEWS (Continued from Page 1)

1976 CONVENTION: For those officers and members involved, a meeting has been tentatively scheduled for Thursday, February 8, 1973, to discuss the '76 Convention.

NEW MEMBERS:

- WILLIAMS, G. Gerrish, 26 Overbrook Ave., Maple Shade, NJ 08052.
- STEINGARTEN, Lawrence C., Box 179A, RD #2, Cranbury, NJ 08512.

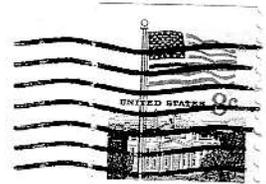
CHAPTER SLIDE CONTEST FEBRUARY 16. PICK OUT YOUR BEST RAIL SLIDES AND BRING THEM FOR OUR CONTEST. ENTRY FORM IS ATTACHED, AND MUST BE RETURNED BY FEBRUARY 13.



PHILADELPHIA CHAPTER

Post Office Box 41
Huntingdon Valley, PA 19006

**1973 Slide Contest!!
RSVP by Feb. 13!!**



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