

# NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



## Cinders

January, 1973

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PA 19118 (PLEASE SEND ALL EXCHANGE COPIES TO THIS ADDRESS)

HAPPY NEW YEAR!!! We hope you've made all your New Year's Resolutions - one of them being that you'll attend as many Chapter meetings as you possibly can this year, and that you'll also find a few extra minutes to contribute some effort to Chapter affairs. We need help in running the Chapter, and YOU can be of assistance.

OUR JANUARY MEETING: Will feature that elusive film, BROADWAY LIMITED, which we had promised for October. The film company says they'll hand deliver the film this time, and the way the Postal Service has been performing between New York and Philadelphia of late, they'd better hand deliver it. The film is from the year 1937, and was produced by Hal Roach. It stars Victor McLaglen and Dennis O'Keefe, and promises to provide a different evening of entertainment. The date is Friday, January 19, 1973, with dinner at 6 p.m., in the Club dining room, and the meeting upstairs at 8 p.m. Come on out and enjoy a leisurely dinner and bring a friend out to introduce him to the NRHS and our Chapter.

1973 DUES BILLS: As of this writing, 93 members have paid their 1973 dues. That means there are still many who have not at this writing paid up. The February issue of CINDERS will be the LAST issue for those not paying their 1973 dues. They must be paid by January 19 in order to receive February CINDERS.

JERSEY CENTRAL DISCONTINUANCE: Your officers have been trying to keep on top of the CNJ train discontinuance situation in case there might be an opportunity to provide members with a "last ride", either on the CNJ trains themselves or perhaps on the two Reading trains to Newark. But, the situation is so confused at this time, that we can provide no concrete information. By the time you read this, perhaps the whole picture on the CNJ will have changed, but it looks bleak, to say the least.

CHAPTER INCORPORATION: Our incorporation is at present in the hands of Mr. Clover, and he will be providing us shortly with the necessary changes which must be made to our by-laws to conform. Mr. Clover is in Florida at the present time, and we will pass along information to you as it becomes available. However, it looks like it will be April or May before we get ourselves incorporated.

PHILADELPHIA CHAPTER NEWS(Continued)

CHAPTER ANNUAL REPORT: The Annual Report of the Chapter for the Year 1972 will be published with the February issue of CINDERS. We believe this is the first time the Chapter has published an annual report, but it is significant that we do put one out to you, the members for 1972, because of the many events which took place.

PUBLICATION SALES: Your officers have appointed Harvey Seligsohn as Director of Publication Sales for the Chapter. Harvey will fill the position left vacant upon Eve Walker's resignation when she moved to Elizabethtown last year. Eve did a great job for us, and Harvey will have his work cut out for him. We are anxious to build upon the program we started in 1971 with our renewal of railroad excursions. Publication sales have been a good source of additional income on these trips. We will be publishing the address for direction of mail sales of publications in our next issue of CINDERS. John Pawson and Bill White will still help on trips.

CHAPTER POSTCARDS: Your officers have authorized the issuance of a second Chapter postcard, this time of the traction variety, to satisfy you "juice" fans. We expect that the card should be ready by about April 1, and will complement our Reading post card. Subject: That's a secret.

CHAPTER OFFICERS' MEETING: An officers' meeting was held on Tuesday evening, January 9, 1973 at the Transportation Building in Penn Center. Chapter Director Jim Dillon was absent, and all other 5 officers were present, as were members John Pawson and Les Dean, who presented to the officer's John's work, "Railfan's Guide to Philadelphia". It is our fondest hope to see this work put into print in 1973 or 1974, and provide to rail enthusiasts across the country a ready reference source to all rail facilities in the Philadelphia area, giving a short generalized history, a guide to service frequencies, plus other tips to allow a visiting enthusiast the maximum benefits of a stay in Philadelphia. Your officers are fully committed to see the publication of this work to completion. We are not sure of the cost at this time, but the work is lengthy, and John Pawson has spent much time on it.

1976 CONVENTION: Our Chapter needs three (3) persons to serve as our representatives on the planning for the 1976 Convention, together with 3 members from the West Jersey Chapter. Anyone desiring to volunteer for this duty, which will involve an active amount of planning for the Convention, please contact President Eastwood.

MEMBERSHIP RECRUITMENT: Effective February 1, 1973, all inquiries dealing with potential members or persons desiring membership in our Chapter should be directed to First Vice-President Frank Tatnall. Frank will shortly be assembling a "kit" to be distributed to prospective members to enable them to learn about the Chapter and the NRHS in more detail. So, please keep this in mind. We are desirous of gaining new faces within the Chapter, so that all enthusiasts who desire may avail themselves of the benefits of the Philadelphia Chapter and the Society.

TRIP COMMITTEE APPOINTMENTS: Your President has expressed a desire to remove himself from some of the burdens which concern excursion operations. Accordingly, we are seeking volunteers for the Trip Committee, which will be appointed in February. Areas of interest dealing with trips are publicity, mailing, ticketing, car hosting, etc. We are going to try and have an active trip program once again in 1973. It is imperative that we raise additional funds to provide for the publication of the Railfan's Guide, plus funds to provide for the 1976 Convention and publications we may wish to issue at that time. Those wishing to serve on the Trip Committee are asked to give their names to President Eastwood at the January meeting.

(MORE CHAPTER NEWS ON PAGE 8)

## "ON THE SCENE"



**with El Simon**

.....AMTRAK has refurbished about 480 cars as the year comes to an end. All types of cars are involved, and we have two premiere trains in this area. The Broadway Limited and Silver Meteor are supposed to be all-Amtrak formations, but sometimes an "outsider" still turns up.....AMTRAK's shopping program involves as many as fourteen companies at a time, and on December 1, for instance, 162 cars were awaiting or undergoing repairs at these shops. Largest source so far has been the PC's Beech Grove Shops and the only one in our area is Washington Terminal, which has done several cars.....The roster is undergoing some changes as time goes by. 38 cars are apparently stricken from the roster and will be stripped for parts while 32 other cars have apparently been purchased (Also see page 4) and assigned potential Amtrak numbers. Included in the latter group are 3 Penn Central twin-unit diners and five standard diner-lounge cars. The tubular train is still on the roster, but listed as stored at Altoona.....

....The "Montrealer" recently received two unique types of cars. Two ex-UNION PACIFIC baggage cars equipped with ski racks are now AMTRAK 1075-1076. Three former SCL coaches have been rebuilt into piano-equipped "pub" lounge cars numbered 3300-3302.

.....Florida service went on the winter schedule effective December 15. Since that date, the only extra cars I've noted on these trains (or the Broadway, for that matter) have been an extra coach at times.....READING continues to refurbish MU's and today only a handful of cars still have the traditional blue plush seats which once were a Reading trademark. 805 appears to be a late number out of the shops.....the eight reserve READING coaches stored at Wayne Junction have been moved to Reading for evaluation for possible retention or disposition.....JERSEY CENTRAL is due to end passenger service on January 21. However, 13 locomotives and at least 106 cars are owned by the State of New Jersey, and rumors abound that these cars and units will provide alternate service on nearby roads. Logically, these might be the PC on the Long Branch and LV on their main line. Everything is quite tentative as I write this, but details should be well known by the meeting date.....Fourteen Baldwin units remain in service on the PENNSYLVANIA-READING SEASHORE LINES. Three road units remain (6016, 6024 and 6025), and all switchers except 6033 still soldier on. 6033's engine is now in sister 6017.....Meanwhile, ST. LOUIS CAR COMPANY, the builder of all of Philadelphia's PCC cars, has apparently come to the end of its road. Their final production run will be the 352 subway cars for New York under Contract R46. They will be completed in the Spring of 1973.....Metropolitans entered limited service on

PENN CENTRAL's Hudson Division in late December. Their number will increase as additional stations received high-level platforms, and Budd is presently delivering 50 additional cars for this service.....a third AMTRAK GG-1 is in service, and it is numbered 908 (ex-PC 4908??). PENN CENTRAL has converted a fifth old MU car from a motor to a trailer and it is numbered 939.....The only "augmented" western service train AMTRAK scheduled this holiday season was the daily operation of the Starlight.....AMTRAK will lease two four-car TurboTrains from Canadian National and two five-car turbos from France next summer. Trains will operate between Chicago and St. Louis, and Chicago and Milwaukee. The CN cars were rendered surplus when the configurations were revised from 5 7-car trains to 3 9-car trains.....PRSL ended passenger service into Wildwood Dec. 29. A bus from Rio Grande station to the charter bus parking lot has been substituted. Also looks like weekday (TO PAGE 4)

"ON THE SCENE"(Continued from Page 3)

summer train service to Ocean City is gone, but it's not clear if the weekend summer train to Ocean City and Cape May is affected as well.....The "Washingtonian" derailed near Randolph, Vermont, on January 4 (or early on the 5th), but reports indicate no one was injured. Preliminary cause appears to have been an improperly lined hand switch (malicious tampering).....AMTRAK's new fare supplement, effective January 8, provides for elimination of reserved seat charges as of April 29, although reserved seats on those trains now requiring them will remain - extra service charge on TurboService and Metroliners not changed.....New tariffs are provided for Mexican service, indicating this may be coming soon - but service will operate via AT&SF, and not via MP, etc., as originally indicated, apparently.

More next issue - EL SIMON

<u>E Q U I P M E N T</u>	<u>T O</u>	<u>B E</u>	<u>A C Q U I R E D</u>	<u>BY</u>	<u>A M T R A K</u>
<u>F R O M</u>	<u>P E N N</u>	<u>C E N T R A L</u>			
Car Number	Type		Car Number	Type	
36	RDC-1		4433-4436	Sleeper-Lounge	
37	"		4610-11	Twin Unit Diner	
38	"		4620-21	" " "	
39	"		4622-23	" " "	
41	"		3208	Snack Bar Coach	
76	"		3211-3221	" " "	
44	"		7123-7124	Parlor Cars	
78	"		7130-7137	Parlor Galley	
48	"		7139-7145	Parlor Galley	
66	"		7174	Parlor Bar Lounge	
68	"		7182-7183	Baggage Buffet	
80	RDC-2		7186	Baggage Buffet	
81	"		7189	Baggage Buffet	
121	"				
140	RDC (Roger Williams)				
141	"	"			
162	"	"			
3191	Coach				
3192	"				
3193	"				
3194	"				
3195	"				
3196	"				
3197	"				
3198	"				
3199	"				
3500	Power Car(Keystone)				
3501	Coach (Keystone)				
3502-3507	Coaches (Keystone)				
4200	SleeperCoach				
4202	"				
4204-4208	"				
4411-4413	Sleeper Lounge				

# Army-Navy

by John Pawson

On December 3, 1972, the Penn Central once again operated a series of special passenger trains direct to the annual Army-Navy game, which is held in John F. Kennedy Stadium near PC's South Philadelphia yard. Seven trains were operated, continuing the tradition of recent years, by which one train less is operated every year. However, this year the railroad had apparently intended to run eight trains, but at the last moment combined trains W-2 and W-4. The seven passenger-carrying trains aggregated 8 GG-1 locomotives, 83 locomotive-hauled cars, and 17 stainless-steel multiple unit electric cars. In 1971, these numbered 7, 97 and 17, respectively.

Consists for departing trains listed in north-to-south sequence on yard tracks was as follows:

Platform A: Train N-1 for Newark and New York: Locomotives 4935, 4900; cars PC 1407, 1429, 3610, 3193, 3621, 2951, 4065, 1578, 7186 ("Fairfield County"), 3120, 2959, 1595, 1501, 4050, 3003, 2915, 1500.

Platform B: Train N-3 for New Brunswick, Metropark, Newark and New York: Locomotive 4914; car 120 ("Pennsylvania", a private car), PC cars 1510, 3214, 3243, Amtrak 4414, 4411, PC 1587, 1688, 1701, 1709, 1702, 4446, 1695, 1686, 1741, 1728.

Platform C: Train N-2 for Newark and New York: Locomotive 4912; cars PC 1518, 1573, 1537, 1505, 1503, 1514, 1546, 4440, 1599, 1591, 1531, 1584, 1596, 1594.

Platform D: Two trains on same track. First train out was Paoli special making all stops between Overbrook and Paoli: MU cars 217, 257, 212, 265, 207, 253, 202, 266, 231, 239, 264, and 234.

Behind Paoli train was Trenton special, stopping at North Philadelphia (connection for Chestnut Hill), Frankford Jct., Torresdale, Bristol, Levittown, and Trenton: MU cars 227, 205, 208, 213, and 236.

On an intermediate track, crew train consisting of red MU cars 450 and 410.

Platform E: Combined trains W-2 and W-4 intended for Capital Beltway and Washington, and for Wilmington, Baltimore, Capital Beltway and Washington, respectively: Locomotives AMTRAK 931 and 902, Cars AMTRAK 3631 ("General Lafayette"), PC 7129 ("Alexander Hamilton"), 7128 ("George Washington"), 7127 ("Martha Washington"), 7126 ("Benjamin Franklin"), AMTRAK 3600, 3630, PC 1527, 2919, 1480, 7183 ("Washington County"), SCL 5463, 5470, AMTRAK 5425, PC 2911, 2942, 1543, private car 416 ("Lionelives"), in Amtrak livery without arrowhead.

Platform F: Train W-3 for Capital Beltway and Washington: Locomotives 4913, 4917; cars PC 1542, 1590, 1488, 1579, 1535, 3198, 1428, 3601, 1516, 4437, 2948, 1540, 3608, 4044, 2905, 4046, 2906, 3121.

Spare locomotive during departures was GG-1 4906. There was no wire train present.

- John R. Pawson



## Pennsylvania-Reading Seashore Lines



COMPARISON ROSTER OF PASSENGER EQUIPMENT - 1943, 1958, 1973

### 1943

TYPE	CAR NUMBERS	SEATING CAP'Y	CAR LENGTH	NUMBER OF CARS
RPO-Baggage	25, 5461-5464	-	65'	5
Gas-Electric	400	60	60'	1
" "	401	74	73'	1
Coach	3801-22, 3892-3936, 3958-3976	88	70'	72
Comb. Pass-Baggage	5101-5120, 5125-5133, 5140; 5146	44	70'	21
Comb. Pass.-Baggage	5121-5124	40	60'	4
Baggage-Express	6403, 6428-6438	-	64'	12

### 1943 - Electric Equipment

Comb. Pass.-Baggage	5135, 5136,	38	60'	2
" " "	5137, 5138	52	60'	2
RPO-Baggage	5457, 5458	-	60'	2
Baggage-Express	6421-6424	-	60'	4
Coach	6703, 6706, 6708, 6726,	58	60'	26
"	6719-6723, 6747, 6756,			
"	6763-6779			
Coach	6780-6794	72	60'	14
Total Cars				160

### 1958

Budd RDC-1	M402, M403, M405-M411, M413 (C)	89	85'	10
Baggage-Express	6403, 6437	-	64'	2
Coaches	(A) 9865-9936	(B)	79'	60
Comb. Pass.-Baggage	(A) 9938-9955, 9957, 9958	44	77'	11

### 1973

Budd RDC-1	M402, M403, M405-M411, M413 (C)	89	85'	10
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(A) - Cars dropped from roster at this time, not individually shown.

(B) - Seating capacity is either 72 or 88, depending upon whether or not cars have toilet facilities.

(C) - Cars M404 and M412 were destroyed in a pier fire in Camden in 1958. There were originally twelve RDC's, numbered M402-M413.

# Odds & Ends....

by Paul Kutta

.....The READING COMPANY has reported a loss of \$15 million for the first 9 months this year. During the same period in 1971 they lost \$6. million. About \$2 million of the 1972 loss is blamed on Tropical Storm Agnes in June.....CG&B&O (Chessie System) has locomotive #1977(EMD GP40-2) and a short train of different freight equipment types on display at the site of the old B&O station at 24th and Chestnut Streets. The locomotive, in the new image, plus the train, was for inspection by shippers, but a number of Chapter members were on hand, armed with cameras.

.....PENN CENTRAL and U. S. Realty Investments Co. have signed a memorandum of understanding for the sale of Cleveland Union Terminal for \$12 million. The station is owned PC (71%), CCC&StL (Big Four) 22%, and N&W (7%).....AMTRAK's Night Owl is doing much better than expected and carries 150-200 passengers on weekends and about 80 on weeknights.....The SOUTHWEST VIRGINIA RAILROAD was to start steam excursions between Mendota and Moccasin Gap, VA, (ex-SOUTHERN) this Fall(1972). BC&G #4 was to be used, along with the O&E's ex-Reading coaches.....

.....BURLINGTON NORTHERN has ordered 30 3000 hp diesels from General Electric, and 15 1000 hp units from EMD. Delivery is slated for both December of 1972 and January of 1973.....

.....BELT RAILWAY OF CHICAGO, through a leasing company, has acquired six EMD GP38-2's from EMD at a cost of \$1.5 million.....A full color print of NEW YORK & HARLEM ancient 0-4-0, 16x20', is available by writing U.S.S. Chemicals Div., U. S. Steel, P. O. Box 86 (USS 6851), Pittsburgh, PA 15230.....Recently, enthusiasts seeing off a honeymoon couple got their paper streamers tangled in overhead power lines and delayed four of Japan's super-express "Bullet" trains.....

.....Massachusetts Governor Francis W. Sargent has proposed that his state buy the bankrupt BOSTON AND MAINE to assure continuation of freight and passenger service. The proposal calls for purchase of passenger facilities by MBTA and freight lines by the Massachusetts Port Authority.....The PROVIDENCE AND WORCESTER RAILROAD, which has been operated by the NH and the PC since 1888, is planning to resume independent operations by sometime this month. PC owns 28% of the stock.....The unique DELAWARE AND HUDSON office building at Albany, NY is to be saved from the wreckers, It has been declared a landmark.....After a tour of the United States with the FLYING SCOTSMAN, Alan Pegler returned to England and filed for bankruptcy. He lost \$1.8 million dollars on the tour - his inherited family fortune now gone.....

.....MASSACHUSETTS BAY TRANSPORTATION AUTHORITY is to purchase 150 new streetcars for Boston's "Green Line".....JERSEY CENTRAL furloughed over 450 employees in the Fall of 1972 to conserve its cash flow. By the time you read this, we should know the final destiny of CNJ's commuter service.....A high-speed train bill will be presented to the 93rd Congress. It calls for (1) \$625 million for track improvements between Washington and Boston, including new rail, curve elimination, and electrification between New Haven and Boston, plus (2) eventual construction of a 400 mile-per-hour cushioned air track vehicle for \$4.5 billion!!!

.....PENN CENTRAL has served notice it would oppose Southern Railway's merger (read acquisition) of the NORFOLK SOUTHERN. PC is afraid the 15,000 annual cars moving via car float to and from Norfolk would be routed instead to Potomac Yard, where it (PC) receives less money for handling the traffic.....CANADIAN PACIFIC has received an initial go-ahead for moving garbage from Toronto to a site 150 miles north of the city. One man's trash is another man's treasure!!!.....NORFOLK AND WESTERN has asked the ICC for permission to abandon the famous Abingdon Branch (56 miles between Abingdon, VA, and West Jefferson, NC). The line got a lot of

(CONTINUED ON PAGE 8)

ODDS AND ENDS (Continued from Page 7)

press in the late 1950's due to O. Winston Link and the fact that over it ran one of the last steam powered mixed trains in the U. S....."HARD TO BELIEVE DEPT.": COMMONWEALTH RAILWAYS in Australia just completed a new line between Port Augusta and Whyalla. Freight service started on October 10, and passenger service one week later.....JOHN W. BARRIGER, railroad industry great and railfan extraordinaire, now 73 years old, has retired from the Boston and Maine. His career spanned 55 years of railroading with the PRR, Reconstruction Finance Corp., RR Div., C&EI, Fairbanks-Morse, Monon, NYNH&H, CRI&P, P&LE, and B&M.....The ISRAELI RAILROAD began passenger service of one train each way daily between Tel Aviv and Gaza on November 1. If successful, service will be expanded.....GENERAL STEEL INDUSTRIES plans to close its St. Louis Car Division as soon as current orders are completed.....CP RAIL is constructing a 1/4 mile long section of overhead catenary at Ross Peak, on its main line near Revelstoke, BC, for the next stage of an electrification feasibility study that started in 1970. If CP decides to eventually go ahead, they will electrify the entire main from Calgary to Vancouver. ....QUOTE OF THE MONTH DEPARTMENT: "Wherever Northeastern railroads are headed, there is little doubt that the Jersey Central will get there first"!!!

-FPK

PHILADELPHIA CHAPTER NEWS (Continued from Page 2)

NEW HOPE AND IVYLAND RAILFAN'S WEEKEND: The New Hope Chapter of the NRHS is planning a Railfan's Weekend for October 20-21, 1973. Included will be trips with steam, the doodlebug, and the Alco RS-1. Operation will be similar to the East Broad Top spectaculars. Details will be forthcoming - Watch for them-!

SPEAKING OF THE NEW HOPE BRANCH: To commemorate the opening of the Warminster extension of the Reading's Hatboro Branch, your Chapter is going to request that an article be written for the BULLETIN covering the entire New Hope Branch. Anyone who is interested in working on this project, either by authoring the article, or contributing photos, and other pertinent memorabilia, is asked to contact Frank Tatnall at the January meeting. We would like to see a BULLETIN article, with Chapter reprints, for the opening ceremonies at Warminster when the line officially gets under way. No exact date has as yet been set, but we expect it to be during 1973.

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PHILADELPHIA CHAPTER

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