

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

NOVEMBER, 1973

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OUR NOVEMBER MEETING: Another Movie Night!!!! Exact details of the films to be shown are not available at this time, but after the selection from our last meeting, Frank Tatnall will be digging hard to match what we saw. If you missed Buster Keaton going across Canada on a track speeder in October, then be sure you come out in November so you don't lose out. The date is Friday, November 16, 1973, and dinner is at 6:00 p.m., and the meeting at 8:00 p.m., all at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Come on out, join your fellow members for a fine evening of entertainment, and bring a prospective member along.

CHAPTER AUCTION REPORT: The annual Chapter auction was held on Sunday, November 4, 1973 at the Robert P. Page VFW Post 7717 in Upper Darby. Approximately 40 people attended. While this is less than what might be expected to be able to rule the event a success, we did cover the cost of the Hall through admission charges, the commission on items sold, and profit on publications. Much fine material was exhibited and many people who came got some good buys on some fine items.

CHAPTER RED ARROW EXCURSION: Your Chapter will have operated, by the time you read this, what is hoped will be a fine two-car excursion on SEPTA's Red Arrow Division. It promises to be a good trip, at this writing, as more than 60 tickets are sold, thus guaranteeing a financial success for the Chapter.

DECEMBER MEETING DATE: Please remember that our December meeting will be held on Friday evening, December 14, 1973, which is the SECOND Friday of the month, rather than our usual third Friday of the month. Please mark your calendar so you'll be sure of the date.

THIS ISSUE OF CINDERS: Is an abbreviated issue, due to the need to meet a printing deadline so we may get this issue into your hands in time for you to know of the November meeting. We'll be back with a bigger issue for December. Deadline for the December issue will be our meeting night, Friday evening, November 16. All material should be in the hands of your President by that night.

"ON THE SCENE"



with El Simon

.....AMTRAK has ordered its first new coaches and increased its orders for diesel and electric locomotives. Budd will build 57 cars which will look like Metroliners without power and (I assume) without end cabs. They'll be locomotive-hauled to permit "Metroliner Service" to be extended to Boston. As they're electric-heated, it's probable that the 57 cars will include some parlor and snack-coaches to form complete sets of new cars in one train.....The locomotives ordered by AMTRAK were another 70 EMD SDP40F's (for a total of 40 in service and 110 on order) and another eleven EP60C electric motors (for a total of 26 on order). The days of the GG1 may be numbered and the same holds true for the leased units and E8's in the more precarious mechanical condition.....AMTRAK made considerable changes to area schedules on October 28, concentrating on conventional trains. A new New York-Harrisburg train (The Valley Forge) will run near the Broadway Limited's schedule to carry local passengers that far. This will give morning commuters a more dependable train from points like Harrisburg through Lancaster, while freeing seats on the Broadway for longer-haul travel.....AMTRAK conventional trains to Washington or Philadelphia now usually leave New York on the hour and several new evening Clockers (at 8:00 and 10:00) have been added. The last train to Boston now leaves Philadelphia an hour later and the Montrealer runs one hour earlier each way. No Boston trains now terminate at New York except the single Turbo round trip. The Turbo no longer requires a special fare and leaves Boston after noon and New York at 6:30 p.m.....Over 40 coaches have been injected into the Northeast pool by AMTRAK and most of these are refurbished cars. They have been joined by about 15 coaches from the Empire Service which were recently replaced by refurbished cars. Nevertheless, 12 P70-type standard-weight coaches continue in service and now run on trains 254 and 221.AMTRAK's Empire Service, long a neglected child, has been spiffed up with 17 coaches, 3 observations and (so far) four snack-coaches, all of which have been refurbished. The observations are NOT used on the rear, due to Albany set-outs, but do provide lounge space on trains 71 and 74 to Buffalo.....Florida trains are projected to run eighteen cars on the Silver Star and Silver Meteor while the Champion and Vacationer will run 17 cars. This will permit the maximum amount of space to be available for reservations, but will limit the operation of special cars. Every Florida train will carry two diners this winter and all but the Meteor will carry a Slumbercoach..... In the wake of Turbo service between Chicago and St. Louis, the Disco Pub cars (former dome-parlor observations) have been assigned to the rear of the Floridian between Chicago and Jacksonville. Somebody at Amtrak is thinking, after all. After a big hassle, the Super Chief retained its first-class diner for the winter season. The Starlight and San Francisco Zephyr continue to operate on a daily basis for the winter, leaving the Interamerican and the Sunset as the only tri-weekly basis trains in the south and the North Coast Hiawatha in the Northwest.....READING continues to repaint MU's in a program which started about four years ago and today the traditional diamond-plush seats are probably very rare and may only be found on a few trailers. A fourth Silverliner (9001) was recently cleaned up and re-upholstered. RDC's are getting orange and black stripes like those on PRSL. 9152 tangled with a front-end loader at Pottsville and is in for surgery. Work continues on the Warminster extension and the first new cars are expected from GE about November 12. They'll undergo acceptance testing on the PC, so it will be a while before we see them at Reading Terminal.

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"ON THE SCENE", Continued from Page 2

.....PENN CENTRAL MU 469 was not wrecked at Penn Center (evidently only its trailer #19 was) and it now runs as a single car with couplers at each end. The fleet of old MU's continues in service with no change pending the receipt of the 200 new cars on order from GE. Cross your fingers this winter as the old cars are really feeling their age.Cosmopolitan MU cars continue to provide the major changes in the New York area. They are up to about 90 cars and replacement of diesel-hauled trains continues on a train-by-train basis.....The one PATH car which has been written off is #613. Their work fleet numbers 28 cars with the oldest being E class cars 407-408 of 1921 vintage.....Sleeper-observation "Wingate Brook" has been refurbished and now serves as the backup car for the Texas Chief, which normally is rostered for a California Zephyr dome sleeper-observation.....The PENN CENTRAL's fleet of 16 Congressional type parlor cars now stand at 7 refurbished in AMTRAK livery, 3 in the shops and six in service in PC livery. The observation-parlors are still only leased to Amtrak and are rostered for use on trains 176/177 (as parlors) and 171/172 (as snack-lounges). Baggage-parlor-lounges are rostered for 171/172 and 178/179 on the new schedule..... AMTRAK has placed coach-lounge 3850 on the Merchants Limited. It's a rebuild from a former Penn Central coach and looks like a Metroliner inside. Sister 3851 will probably join it soon.....Also, sleeper-lounge 3228 was recently renamed from "Colonial Beach" to William A. Griffin, Jr., in honor of Amtrak's recently deceased Director of Operations.CHICAGO AND NORTHWESTERN bi-level coaches are now assigned to the Illinois Zephyr, Shawnee and trains 324/327 from Chicago to Milwaukee.....two PENNSYLVANIA-READING SEASHORE LINES Budd RDC's have again transferred to Jersey Central for the Cranford-Bayonne shuttles. M402 and M408 are the two noted.....SEPTA's Broad Street S bway cars are being repainted in the current scheme of red and blue and I noted about 25 such cars on a typical rush hour. Some cars are receiving fluorescent lights at the same time.....Four RED ARROW DIVISION cars have received the new orange, blue and white livery. These are 81, 84, 22, and 209. On the City Division, cars 2100, 2124, 2565, 2574, 2793 and 2795 are known to be so repainted.....PENN CENTRAL parlor 7139 has been rebuilt to tavern-lounge 3320. The parlor chairs were replaced by tables and chairs and the drawing room is now a bar. The galley area remains as is.

More next issue - - EL SIMON.