

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

OCTOBER, 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: Paul Kutta, 1359 Green Hill Ave., West Chester, PA 19380
SECRETARY: George V. Arnoux, 2208 Murray St., Philadelphia, PA 19115
TREASURER: Earle P. Finkbiner, P. O. Box 65, Lumberton, NJ 08048
DIRECTOR: James F. Dillon, 436 Carpenter Lane, Philadelphia, PA 19119
EXCHANGE EDITOR: William P. MacIver, Jr., 200 E. Willow Grove Ave., Philadelphia, PA 19118 (PLEASE SEND ALL EXCHANGE COPIES TO THIS ADDRESS)
PUBLICATION SALES: Harvey Seligsohn, 1220 Fanshawe St., Philadelphia, PA 19111

OUR OCTOBER MEETING: Will feature a Buster Keaton short feature, called the "Rail Rodder", crossing Canada coast-to-coast on a track speeder. This was his last film made. It is in sound and color. Also, we'll feature one or two other professional rail films. This sounds like a good evening that Frank Tatnall has planned, and we hope to see another good turnout, like September. Bring a friend along and introduce he or she to the NRHS. The date is Friday evening, October 19, 1973, and dinner, as usual, is at 6:00 p.m., with our meeting at 8:00 p.m., all at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. SEE YOU THERE.

1973 CHAPTER AUCTION: Will be held Sunday, November 4, 1973, starting at 1:00 p.m., at the Robert P. Page VFW Post #7717, at 7053 Terminal Square in Upper Darby, close to the 69th Street Terminal, and convenient for everyone to get to. Registration for the auction will be from 11:30 a.m., to 12:45 p.m. Refreshments will be available on an individual basis all during the auction. Settlement for all items sold will be made at the end of the auction, but payment is to be made at the time of purchase. Auction registration forms are attached to this issue of CINDERS. A 50¢ admission fee will be charged, and there will be door prizes given out all during the auction. For a fun-filled afternoon, be there on Sunday, November 4, and bring a railroading friend along. Both members and non-members are welcome to sell and buy railroading material. The auction will terminate at 5:00 p.m., sharp, as there is another commitment for the hall on Sunday evening. Additional registration forms and information may be had from Vice-President Paul Kutta, 1359 Green Hill Ave., West Chester, PA 19380.

1974 CHAPTER DUES: Due to increased cost in printing of CINDERS, it will be necessary to raise the Chapter dues from \$4.00 per year to \$4.50 per year for 1974. The National organization has also raised the dues from \$4.00 to \$4.50, so the total dues will be \$9.00 for the 1974 year. Bills will be forthcoming from Treasurer Finkbiner in November. New members who sign up now will be covered for the 1974 year as well as the remainder of 1973.

PHILADELPHIA CHAPTER NEWS (Continued)

RED ARROW CENTER-DOOR EXCURSION SET FOR SATURDAY, NOVEMBER 10: Our Red Arrow trip, using Center-door car #73, has been set for Saturday, November 10, 1973, in order to allow those directors and members from out-of-town, attending the Annual Meeting of the Society, to take part. If enough tickets are sold, we will use a second car, most likely #80 series car which has been repainted in the blue-white-orange paint scheme. The fare is \$5.00 per person, and the trip leaves 69th Street Terminal at 12:00 Noon, or the first time slot thereafter, and arrives back at 69th Street Terminal at about 3:00 p.m. Tickets or additional flyers are available from Paul Kutta, 1359 Green Hill Avenue, West Chester, PA 19380. National directors should make their reservations through National Assistant to the President James S. Myers, 8000 High School Road, Apartment 6-D, Elkins Park, PA 19117. Be on board and make this Red Arrow outing a big success. Plenty of photo and movie stops along the way.

WE'RE NUMBER 9!!! Statistics issued by the National organization show that we moved up, from Number 11 to Number 9, in the membership rankings from 1972 to 1973. #8 is easily within our reach, and all members are urged to bring new friends to the Chapter's meetings and acquaint them with the Chapter and the Society. Our thanks to those of you who did recruit new members during 1972-73, and thus helped us to attain our new standing.

CHAPTER MEMBER RICHARD T. LANE, JR., NAMED TO SEASHORE MUSEUM POST: Richard T. Lane, Jr., a member of the BULLETIN editorial staff, and a long-time member of the Philadelphia Chapter, has been named the first full-time museum director of the famed Seashore Trolley Museum in Kennebunkport, Maine. An obvious tribute to the size and scope of the operation in Maine, the Seashore has taken a giant stride in the world of rail museums with the acquisition of Mr. Lane. "R. T.", or "The Great Bearded Keystone", is no stranger to the Seashore, as he is a member and well-known up there. Dick recently celebrated 20 years with the Penn Central and former Pennsylvania Railroad.

HIGHWAY MAPS SHOWING RAILROADS: Two highway maps showing railroad lines in the state are available, by dropping a post card to:

Connecticut Development Commission
100 State Office Building
Hartford, CT 06115

State of New Jersey
Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625

CHAPTER INCORPORATION NOW OFFICIAL: Our Chapter is now a Non-Profit Corporation, as of August 6, 1973. The incorporation papers have been received from the Commonwealth of Pennsylvania. We have received a corporate seal, and this long-sought goal is now attained. We shall also be attempting to see if we can gain exemption from the State sales tax for the printing of CINDERS, which would represent a considerable savings to the Chapter.

CHRISTMAS GIFTS FOR FELLOW RAIL ENTHUSIASTS?? The Chapter will issue a short brochure and order form listing the various publications, etc., we have for sale, in case there are those of you who are looking for Christmas gifts to give to your friends; you can also leave the list around in a conspicuous place for wives and friends to see so they can obtain items for you - the number of items are limited, but perhaps you don't have one of them in your collection and would like to secure same. This information will come in November CINDERS.

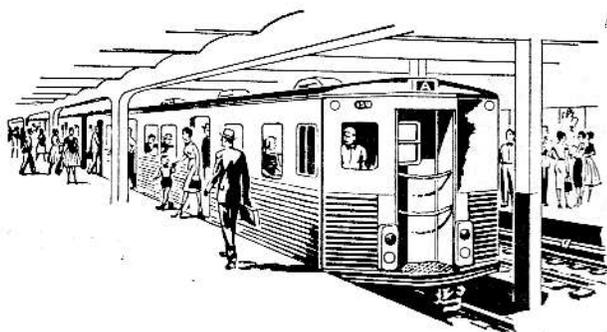
"ON THE SCENE"



with El Simon

,.....READING MU trailer 789, damaged in a grade-crossing accident last year, was rebuilt at Reading Shops and has re-entered service, so all of RDG's MU's are in active service or out for minor repairs - an amazing record after 42 years!!..... JERSEY CENTRAL Budd RDC's 557 and 559 are now nearing the end of a rebuilding at CNJ's Elizabethport Shops, and the contract to rebuild the other nine has just been awarded to General Electric.....AMTRAK's refurbished cars climbed past the 850 mark by late September and showed no evidence of slowing up. Three UP coaches (5505, 5525, and 5529) and a UP lunch counter-diner (5009) were seen enroute to Beech Grove Shops, so they apparently were recent purchases. Otherwise, the only changes which I've noted revolve around the Ambulance cars, which are slowly going into service. They all pass through the Philadelphia lines as I write this, with 4 of the 5 cars still in Army green (500 series), running on the National Limited and three of the four refurbished cars (1400 series) on the Silver Meteor.....AMTRAK's Western trains Starlight and San Francisco Zephyr did not revert to tri-weekly operation on September 10, but are continuing on a daily basis at least through October 28. Intense public pressure forced the reconsideration of the plan to drop the Super Chief's first-class diner for the winter.....Also, dropped was AMTRAK's petition to discontinue the National Limited and the Floridian. This had been a Government decision, but it was Amtrak's image which was left badly tarnished. New legislation should leave Amtrak more responsive to Congress and the public and less to the Executive Branch and railroad officials.....the ex-MILWAUKEE ROAD Super Dome-Lounges Amtrak purchased are still awaiting overhaul at Pullman-Standard's shops. They are rumored to be destined for Starlight service thereafter.....The Empire Service was upgraded in mid-September with fifteen refurbished coaches. Two others were due shortly and the snack-coaches were still out at Pullman-Standard.....AMTRAK parlor-lounge 3710 is now running to Florida as the tavern-lounge on one set of the Champion. The two ex-NORTHERN PACIFIC parlor-lounge cars went to Beech Grove in mid-September for the "beauty treatment".....The Floridian was scheduled to carry its first lounge facilities in the AMTRAK era in the form of ex-SEABOARD COAST LINE coach-lounge cars in the 3800 series. They run Chicago-St. Petersburg.....The "Chuck Wagon" cafeteria cars are apparently coming to our area as #8398 arrived in mid-September. Both cars have been refurbished as Amtrak 8398-8399 - they ran on the Carolina Coast in the summer of 1972 before refurbishing.....Deliveries of the "Cosmopolitans" to the PENN CENTRAL's New Haven Line have reached the halfway point, and by mid-September, 48 cars were operating in scheduled service. They run in consists of up to 10 cars and as far as New Haven.....One PENN CENTRAL EMD FL9, #5040, has been repainted to PC black, while the rest are either MTA blue, or (in a few cases) the old New Haven livery.....PENN CENTRAL and READING's new MU cars should begin to arrive from General Electric this month. They'll be in a test program initially, and regular service is some months off.....STATEN ISLAND RAPID TRANSIT has been completely re-equipped with new R-44 type cars like those in the New York subways. Three old cars are being saved for museums, however.....PENN CENTRAL Silverliner 210 has been written off as a result of fire damage last year, but sister 206 is at Wilmington Shops for repairs

(CONTINUED ON PAGE 6)



"In Transit"

edited by George Baumann

(In the absence of George Baumann, this column has been prepared for Chapter members by El Simon, whose regular column, "On The Scene", appears on Page 3 this issue.)

.....Here's a summary of American streetcars today. It should prove useful to our members who visit these cities.

1. Boston, Massachusetts - MASSACHUSETTS BAY TRANSPORTATION AUTHORITY - 5 routes and approximately 310 active cars. Four carhouses. Routes are:
 ARBORWAY via HUNTINGTON
 CLEVELAND CIRCLE via BEACON ST.
 BOSTON COLLEGE via COMMONWEALTH AVE.
 RIVERSIDE
 ASHMONT-MATTAPAN
 You can see all cars, except on the last line, at Arlington or Park Street subway stations downtown.
2. Newark, New Jersey - TRANSPORT OF NEW JERSEY - one route and about 27 active cars. One carhouse. The route is #7 - CITY SUBWAY.
3. New Orleans, Louisiana - NEW ORLEANS PUBLIC SERVICE - one route and approximately 35 active cars. One carhouse, and the route is ST. CHARLES AVE.
4. Fort Worth, Texas - M&O LINES - one route and about 6 active cars from one carhouse - a route from a parking lot to the downtown department store.
5. San Francisco, California - MUNICIPAL RAILWAYS OF SAN FRANCISCO - 105 cars from one carhouse. The routes are:
 J - CHURCH
 K - INGLESIDE
 L - TARAVEL
 M - OCEAN VIEW
 N - JUDAH
6. Cleveland, Ohio - SHAKER HEIGHTS RAPID TRANSIT - 55 cars on two routes with two facilities. The routes are:
 SHAKER BOULEVARD - GREEN ROAD
 VAN AKEN BOULEVARD
 You can see all cars at any point between Cleveland Union Terminal and Shaker Square Station.

(CONTINUED ON PAGE 5)

"IN TRANSIT", Continued from Page 4

7. Pittsburgh, Pennsylvania - PORT AUTHORITY TRANSIT - 95 cars on four basic lines (there are several short turns under different route numbers):

SHANNON-LIBRARY
SHANNON-DRAKE
ARLINGTON via BELTZHOVER
MT. LEBANON

You can see all of the cars at the Pittsburgh and Lake Erie station, where they cross the Monongahela River on the Smithfield Street Bridge.

When added to SEPTA's 360 city cars and 34 Red Arrow active cars, there appear to be about 930 active streetcars in the United States today, with over 75% concentrated in two cities, Philadelphia and Boston. All cars shown are PCC cars except Red Arrow and New Orleans.

Boston, Newark, Shaker Heights, Red Arrow, Pittsburgh, and Fort Worth all use some degree of rapid transit for their streetcars. All PCC cars shown are postwar standee-window types except some Boston, Philadelphia, Pittsburgh, and San Francisco cars. Boston has the only functioning double-end PCC's with eight ex-Dallas cars used on the Northeastern University short turns on the ARBORWAY line.

In other items, recent word from Pittsburgh indicates 23 all-electrics have been repainted in their various "new image" liveries. Five older cars have been noted, that is: 1776(Patriotic scheme), 1777(yellow-white), 1782-83(green and white - named "Allentown-Hilltop Civic Improvement Association", and another car named "Fourth Avenue - The Flying Fraction".

PATCO Transit (Delaware River Port Authority) purchased Niagara Junction motors 8 and 9. #9 (BLW 1937) will become PATCO 404, while 8 (BLW 1928) will be stripped for parts. These are 560 horsepower motors.

---EL SIMON

Movie Review

written by LAWRENCE C. STEINGARTEN

THE DAY OF THE JACKAL

One of the most interesting and pleasant aspects of this suspense drama is the wide variety of interesting and excellent European railway scenes, primarily of the SNCF. Several station shots in the movie and one can get a fairly good idea of the typical medium-sized station in France from one sequence. While the film features a variety of both interior and exterior train shots, the steam fan will be disappointed that only diesel and electric locomotives were included -- a surprising omission considering the care with which most of the film was made. A most unusual scene showing two trolley shoes passing along a pair of wires introduced some coverage of Genoese trolley buses, but virtually no other urban transit appeared in the movie. While not up to the standards of "The Lady Vanishes", the introduction of color is most welcome and seeing this film is well worth-while and highly recommended.

-- L.C.S.

A REMINDER TO OUR MEMBERS AND GUESTS-- Our meetings are coat and tie affairs - the Engineers' Club is our host, and the proper attire for the Club is coat and tie - please keep this in mind, so as to not impair our relations with the Club. Thank you.

"ON THE SCENE", Continued from Page 3

.....There are now two office cars painted in Amtrak livery on the PENN CENTRAL - these are cars 4 and 5. There are six office cars altogether, numbered 1 through 6, and car 30, an open-platform lounge-observation.....Appropriately, one of the sleeper-lounges on the Broadway Limited at times is AMTRAK's "Keystone State". Ironically, it was not a former Pennsy car, rather a New Haven car initially built for the Federal in 1955. From September 10, the Broadway dropped its rear-end observation for a mid-train sleeper-lounge to New York. Snack service to Washington is provided by AMTRAK snack-coach #3952.....Remember, that at present, AMTRAK's car assignments are somewhat fluid, bordering on the chaotic, so changes may occur before you read this.....AMTRAK Budd RDC 32 moved to Chicago in early September. It was a product of the Reading Shops, and, with other refurbished RDC's to come, it is slated to assume the new run to be added between Chicago and Springfield.....
.....More next issue.

-EL SIMON.

(The following is reprinted from Railway Gazette International, August 1973 issue)

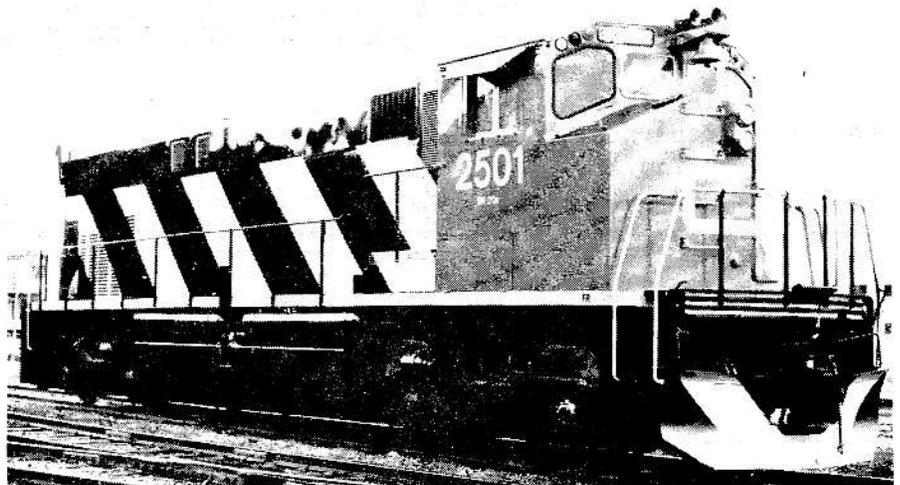
M420 diesel improves crew comfort and safety

LATEST IN THE 'M' series of diesel-electric locomotives to be delivered by MLW Industries of Montreal is the first M420 unit. The four-axle No. 2501, one of 30 ordered by Canadian National Railways, is rated at 2 000 hp for traction and incorporates several innovations while retaining the modular design and interchangeability of components that distinguish the basic 'M' range. These include new bogies, and updated Model 251 engine, a safer and more comfortable cab, and improved ac/dc transmission.

Essentially a flexible design, the M420 has been developed to meet a wide variety of requirements in the

Principal details of the M420 diesel-electric locomotives supplied by MLW to Canadian National

| | |
|-------------------------------------|--------------|
| Continuous tractive effort | 53 000 lb |
| Gear ratio | 65 : 18 |
| Wheel diameter | 40 in |
| Maximum speed | 75 mile/h |
| Track gauge | 4 ft 8½ in |
| Length inside knuckles | 60 ft 10 in |
| Engine | MLW 12V251C3 |
| Gross rating | 2 200 hp |
| Power for traction at 1 050 rev/min | 2 000 hp |
| Weight: minimum | 240 000 lb |
| maximum | 272 000 lb |
| Fuel capacity | 2 000 gal |



2 000 to 2 700 hp range. The Model 251 diesel engine used is a 12-cylinder C3 rated unit which incorporates such advanced features as dish-topped steel capped pistons, tufrided valve lever and fuel pump lifter mechanisms, a water-cooled Model 131 turbocharger, and a new crankcase exhauster.

The new bogie includes a rubber suspension that deals with all bogie/body movements. This includes rotational restraint about a horizontal transverse axis to minimise weight transfer. The bogie is the result of two years' research and development by MLW (RG July 1972).

Comfort and safety

The M420 provides increased crew comfort, better visibility and improved heating, cooling and defrosting systems as well as better collision protection. The newly-adopted AAR standard control stand is fitted, and the wide nose with its 0.5 in steel plate front hood

and anti-climb structure are among the major safety features.

Electrics

The ac/dc transmission, with the GTA-17 alternator, was developed in Canada by Canadian General Electric specifically to cover the 2 000 to 2 700 hp range of the M420. New electric components also include a compact, single package three-phase rectifier and fibreglass gear casings for traction motors.

A new blower arrangement for air circulation and new flexible rubber-and-mechanical couplings to engine-driven auxiliaries have been applied to maintain the auxiliary power requirement at less than 200 hp. ■



Shown above is another of the excellent Christmas cards offered by Warren M. Creely, 1018 Sycamore Street, Haddon Heights, NJ 08035. We had shown the CNJ "Blue Comet" at Winslow Junction, NJ, in our October, 1972 issue. This year, Warren has issued a Reading scene, showing G-Isa Pacific 4-6-2 #120 speeding westbound through Hopewell, NJ, on a fast run between Jersey City and Philadelphia. 24 cards and envelopes sell for \$3.25, postpaid, and New Jersey residents are asked to add 16¢ sales tax for each box of cards ordered. Warren doesn't indicate whether the cards produced in past years are still available, but an inquiry to him will find out, to be sure. Once again, a well done card with a very interesting local flavor.

Odds & Ends....

by Paul Kutta

.....AMTRAK has withdrawn its petition to discontinue the National Limited and the Floridian pending further studies of ridership and available alternates. This means the trains will run indefinitely unless repetitioned.....Watch the ROCK ISLAND - this road could be the next to go bankrupt. Cash has dropped below \$1 million - lowest figure since the road went through reorganization 25 years ago.....
BOSTON AND MAINE has leased twelve 2,000 horsepower diesel locomotives from Radnor Associates, Ltd. The units, to be built by EMD, are scheduled for delivery in December.....READING COMPANY has asked the ICC for permission to abandon 16 miles of the Perkiomen Branch. If approved, the trackage between Oaks and Green Lane would come out.....PENN CENTRAL's Octoraro Secondary trackage has been paved over on Route 202 in Chester County, PA.....After 75 years of providing passenger service between Camden and Moscow, Texas, the MOSCOW, CAMDEN & ST. AUGUSTINE discontinued its mixed train effective July 10, 1973.

(CONTINUED ON PAGE 8)

ODDS AND ENDS (Continued from Page 7)

.....EASTERN AIRLINES employee magazine "Falcon" recently carried a small article on the FAA study that showed that the Metroliners share of the Corridor Market increased from 25% to 27% between 1971 and 1972.....The Gabon Republic will soon be letting contracts on the Trans-Gabon Railroad section from Owendo to Booue...The WHO, WHAT, WHERE???.....Ohio's last commuter run (ERIE LACKAWANNA Cleveland-Warren-Youngstown), could be doomed by an independent bus firm to provide commuter service between Aurora and downtown Cleveland.....the only submarine in the world known to have sunk a train is on display in Baltimore. During World War II, the U.S.S. TORSK fired torpedoes at a Japanese ship in Tokyo Bay, missed, and hit a railroad bridge that a munitions train was crossing. A spectacular explosion followed!!!!
.....RED ARROW's #22, a St. Louis PCC, has the new orange-blue-white official SEPTA paint scheme.....SANTA MARIA VALLEY RAILROAD (18 miles short) has Mrs. Sue Sword as Vice President and Manager.....one of RED ARROW's Liberty Liners is back in service. As of September 10, there will be two rush hour trips to Norristown at 4:00 and 5:30 p.m.....AUTO-TRAIN CORPORATION, in its first full year of operations, had net earnings of \$804,872, or 56¢ per share, according to AT President E. K. Garfield.....the ST. JOHNSBURY AND LAMOILLE COUNTY was authorized by the ICC to abandon on September 3. The property is up for sale at \$1.25 million. At least two groups are interested in the line.....a fine reprint has been made available by the ROCK ISLAND; it's a reproduction of an 1884 timetable showing Rock Island and connecting trains. The back side shows a system map of the same date. Copies of this interesting piece may be had for \$1.25, mailed to the Rock's public relations Department, 139 W. Van Buren Street, Chicago, IL 60605.

DELAWARE AND HUDSON'S ALCO PA'S AND THE SESQUICENTENNIAL DISPLAY TRAIN ARE SHOWN AT SARATOGA SPRINGS, NEW YORK, APRIL 25, 1973. Courtesy Mohawk & Hudson Chapter, NRHS

