

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

SEPTEMBER, 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

WELCOME BACK!!! As we open our 1973-74 season, the officers of the Chapter take time and send along the hopes that your summer was a pleasant one. We're looking forward to our new Chapter year, and while there are many uncertainties facing us, particularly in the area of excursions, you may be assured that we're trying our hardest to arrange outings. Details on various functions will be found further along in the Chapter news column.

OUR SEPTEMBER MEETING: A delight for our traction people. Frank Miklos, of the North Jersey Chapter, will present a movie program entitled "CONTINENTAL TRACTION", dealing with traction in Europe and also the British Isles. This sounds like a really fine program, and an excellent way to start off the "new year" for the Chapter. We'll be meeting once again at the Engineers' Club for another year. Dinner, as usual, will be available at 6:00 p.m., and the meeting starts at 8:00 p.m., and the Engineers Club is located at 1317 Spruce Street, in downtown Philadelphia. We invite you to come out, and bring a prospective member along with you. The date: Friday evening, September 21, 1973. Dinner at 6, and the meeting at 8.

1973 CHAPTER AUCTION: Our annual auction will be held outside of a Chapter meeting this year, for the first time, as an experiment. It has been decided to try this on a one-time basis, due to the fact that there is not enough time in a Chapter meeting to properly conduct the auction. Accordingly, the auction will be held on Sunday afternoon, November 4, 1973, 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. on, and refreshments will be available on an individual basis all during the auction. Anyone at all, member or not, may auction items off, and rules and auction forms will be available with the October issue of CINDERS and at the October meeting. More information next issue and at our September and October meetings. But, mark the date on your calendar: Sunday, November 4, 1973, from 1:00 to 5:00 p.m.

PHILADELPHIA CHAPTER NEWS (Continued from Page 1)

FALL RAILROAD EXCURSION SCRATCHED: We have been unable to schedule a Fall mainline railroad excursion. The Reading Company's Operating Department has issued a flat policy of no passenger trains west of Pottsville, despite the successful operation of the two Shamokin trips without incident by this Chapter. As a result, our proposed trip from Reading to West Milton, via the Catawissa Branch, will not operate this Fall. Your officers are preparing a letter to the Trustees of the Company with regard to the excursion policy, because it is our belief that this is an unfair approach to the operation of these trips, which have not only provided a positive cash flow to a railroad in bankruptcy, but as well, unmentionable amounts of free good publicity due to our efforts. The fact that we sold out three excursions in a row is testimony to the popularity of these trips. We are disappointed at the Reading Operating Department's apparent disinterest in this type of operation, when it has benefited the Company in the ways it has. Your officers felt that it would not provide sufficient lead time to make an attempt to arrange another major trip for the Fall, and we will concentrate our efforts on arranging a Spring outing.

RED ARROW CENTER-DOOR CAR EXCURSION: Your Chapter has tentatively scheduled a Red Arrow Center-Door car excursion with #73 on Saturday, November 10, 1973. We've scheduled the trip on this date, subject to SEPTA approval, in order to provide an opportunity to the many people who will be visiting for the annual meeting of the Society on Sunday, November 11, to ride this beautifully restored car. Should there be need for a second car, we would provide same and switch riders at various points along the line so all could have an opportunity to ride the Center-Door car. Mark November 10 on your calendar, too. Details will be coming up.

PENNSYLVANIA-READING SEASHORE LINES FIELD TRIP: The Chapter Field Trip on the PRSL on Saturday, August 18 was very successful, in the opinion of those who attended. About 35 members rode the Budd car from Lindenwold to Cape May, where we were met by a Transport of New Jersey (read Public Service) bus, which took us to various stations along the PRSL for photo stops, etc. The bus operator, Thomas Fisher, was a really good sport and actually enjoyed his day's work. One of the highlights of the day was a visit to the PRSL tower at Tuckahoe with its genuine Armstrong levers and all. The tower operator was interesting and explained the operation of the PRSL in South Jersey for our benefit. After visiting the PRSL facility at Atlantic City (and being met by PRSL's genuine K-9 patrol!!), the bus took us to Ocean City, where we boarded the Budd car for the trip back to Lindenwold. The success of this outing has prompted your officers to plan further rail-bus outings at some future dates.

CHAPTER PUBLICATIONS: The newest addition to the Chapter publications program, a decal of the Reading 900, has been added to our sales program. The cost is \$1.00 per decal at the meetings, and \$1.00, plus .25 handling by mail. Other new items which will be available at the September meeting, are as follows:

RAILS NORTH, a Lehigh Valley Railroad pictorial, by Central NY Chapter	\$2.25
IRON HORSE RAMBLES, 1959-65, a pictorial album by William S. Young	\$3.00
READING T-1 tie bars, the original authentic ones from the Rambles	\$2.50
READING 900 decal, by John Terry Studios, who produced the PA and 759 decals	\$1.00

All will be available from Harvey Seligsohn at the September meeting, along with the usual picture post cards. These items will be available by mail later in the Fall, as soon as we have the time to print an advertising circular for all our publications material which we have available.

"ON THE SCENE"



with El Simon

.....Welcome back to the 1973-74 series of meetings, after what I trust was a pleasant and prosperous summer. It has been almost three months since I've sat down to write this column, so what follows will be an attempt to bring members up to date.AMTRAK had over 800 refurbished cars on its roster by mid-August and was receiving cars from its various contract shops at the rate of about 45 per month. Emphasis has recently shifted to sleeping cars, with many SCL sleepers in various shops for their "beauty treatment".....PENN CENTRAL "Empire Service" coaches are emerging as AMTRAK 6400 series cars, however, they have been allocated to other services, including one on the Hiawatha to Seattle. Now, a number of the former NEW YORK CENTRAL 2900-series coaches have been reported in Amtrak shops and they will return as AMTRAK 5630-5632 and 5640-5674. The first car to emerge is 5667, seen on the Broadway Limited.....The three trains proposed for discontinuance on August 2 have been granted a four-month reprieve while the ICC investigates the petition. The National Limited was the only train affected in our area and summer traffic sometimes requires ten cars on this train. A Slumbercoach runs to Kansas City with two sleepers to Los Angeles via the Super Chief.....At least nine baggage-dormitory cars have been moved from ARMY to AMTRAK service recently. Four refurbished Ambulance cars are now baggage-dormitory cars 1400-1403 on the Silver Meteor. Five others, still in ARMY brown, operate on the Silver Star south of Washington. Numbers are: 506, 516, 540, 542, 564, apparently ex-Army 89506, etc. Seventy-five U. S. ARMY cars have been purchased, but these nine cars are the only ones on the books to date.....the Keystone cars and ex-GREAT NORTHERN heater cars are not listed on AMTRAK's active roster. At best, the heater cars did see service in November, 1972 on those GENERAL MOTORS Greenbrier Specials..... Meanwhile, some recent equipment changes found parlor-observations NEW YORK CENTRAL 60 and 67 being rebuilt as coach-observations 3870 and 3871. They operate, properly pointed, on trains 361-362 between Chicago and Detroit.....Three BURLINGTON NORTHERN dome parlor-observations were rebuilt as Disco Pub cars for service to St. Louis. These are 9300-01 and 9321.....A NEW HAVEN (then PC) coach became coach-lounge 3850; it was formerly #7256.....Two prewar parlor cars were rebuilt to coaches for Florida service. AMTRAK 3600-01 became 5698-99 in July..... Most PENN CENTRAL owned parlor cars (not sold to AMTRAK) had been withdrawn from parlor service except for five Congressional-type cars (7126-7129, 7138), and a parlor lounge, #7175. The six ex-NEW HAVEN parlor-buffet cars soldier on as commuter bar lounges or even as overflow coaches (#'s 7176-7181).....AMTRAK-refurbished cars have equipped about 90% of East-West and Florida trains by now, but only about twenty AMTRAK cars run between Boston and Washington (usually on the Crescent Limited and Merchants Limited) and NONE on the Clockers.....In other passenger news, one JERSEY CENTRAL conventional train plus three "push-pull" sets are still formed of older coaches. The conventional set leaves Newark at 5:34 and, as I write this, it includes several green coaches. The open-end observation car #1178 leaves Newark for Raritan at 5:55 on the end of ten ex-KANSAS CITY SOUTHERN coaches (270-279) built in 1965!! All of the 35 ex-GREAT NORTHERN coaches have arrived, and will be numbered 100-134. They're getting CNJ emblems and lettering on the GN colors as they are renumbered.

(CONTINUED ON PAGE 4)

"ON THE SCENE", Continued from Page 3

.....Ten ex-ERIE LACKAWANNA stainless steel coaches are now on the Jersey Central, but sixteen others were temporarily assigned to PENN CENTRAL to replace cars damaged or destroyed in a series of wrecks and derailments over the summer. Virtually all of the 17 ROCK ISLAND coaches (300-316) which were CNJ's first streamlined coaches, have been retired and are being scrapped at Newark.....PENN CENTRAL has reinstalled toilets in 15 of the 20 MP54-E6's renovated in 1971-72 for New Jersey. Now, all North Jersey MP54 trains must include one car with a toilet..... Six MP54's (19, 451, 469, 501, 569, and 714) were written off in two collisions at Penn Center over the summer and several others damaged. One MU was repainted recently - #723, probably the first in over a year.....Parlor-room cars which used to operate on Clockers now serve as bar cars on the NEW YORK & LONG BRANCH. 7180 and 7179 are regulars now to Bay Head. PENN CENTRAL renumbered ten GG1's leased to AMTRAK to 4930-4939. Engine 4935 retained its old number, while the others (numbered between 4904 and 4937) became 4930-4934 and 4936-39, in numeric order. PC has two other GG1's in the 4900-series (4921-22) which are strictly owned by PC and usually operate to South Amboy.....Mail trains 3 and 4 on PENN CENTRAL continue to soldier on and carry two RPO's each way. Both streamlined and conventional cars are still assigned.....ERIE LACKAWANNA has received all fifty of its new coaches from Pullman-Standard, but the two Port Jervis trains still consist of Stillwell coaches pending on agreement to use Jersey-owned cars on them.....LONG ISLAND still needs about 40 old "Ping-Pong" coaches for the diesel routes, but MU conversions to push-pull trailers are under way to retire them. (Only five sets of cars to West Hempstead are operated in the MU zone by older cars; everything else is Metro-politans).....PENN CENTRAL now has about 40 Cosmopolitans, but teething problems have limited scheduled service to about half of these.....Budd is delivering new gallery cars to BURLINGTON NORTHERN; they are numbered from 800-up.

All for this issue - El Simon

PHILADELPHIA CHAPTER NEWS (Continued from Page 2)**CHARTER APPLICATION-NON-PROFIT**

Notice is hereby given that Articles of Incorporation were filed with the Department of State of the Commonwealth of Pennsylvania at Harrisburg, Pennsylvania, on August 6, 1973, for the purpose of obtaining a Certificate of Incorporation pursuant to the provisions of the Non-Profit Corporation Law of 1972, Act No. 271, 15 Pa. S. para. 7318.

The name of the proposed corporation is NATIONAL RAILWAY HISTORICAL SOCIETY, PHILADELPHIA CHAPTER, INC.

The purposes for which it was organized are: (1) To preserve the historical materials of railway transportation of all kinds; (2) to collect data on the history of transportation and to issue publications relating to this subject; (3) to encourage rail transportation; (4) to acquire by purchase, lease or otherwise, real and personal property, and to mortgage, sell, deed, lease or otherwise manage same in a manner appropriate for museum and the above mentioned purposes.

The purposes shall conform to the requirements of section 501 (c) 3 of the Internal Revenue Code.

The corporation does not contemplate pecuniary gain or profit, incidental or otherwise, to its members.

Richard S. Clover, Solicitor
Clover, Reim, Lockwood & Knox
809 N. Easton Road
Willow Grove, Pennsylvania, 19090
T-C-Sept. 6-1A

INCORPORATION PAPERS FILED: The incorporation papers for the Chapter have been filed by Mr. Clover. The application has been advertised in the newspapers, and the copy of the notice is reproduced to the left. The advertisement appeared in the Jenkintown Times-Chronicle, Thursday, September 6, 1973. Members will be kept posted on further developments, but it looks like by January 1st the incorporation will be a fact.

"IN TRANSIT": Will hopefully appear next issue - no material was received from George Baumann to print a column but look for it in October.

DEADLINE FOR OCTOBER "CINDERS": Due to your Chapter President taking a vacation in October, CINDERS will be issued about October 1, and the deadline for that issue will be our regular September meeting, Friday, September 21.

OTHER TENTATIVE CHAPTER FUNCTIONS:

State-of-the-Art subway car trip - postponed about six months due to a wreck at DOT's Pueblo, CO facility, and damage to the SOAC cars.

Reading MU trip - delayed until at least January or February, and will be operated upon completion of Warminster extension.

(The following article is reprinted from RAILWAY AGE, August 27, 1973 issue)

French turbo arrives: C'est si bon!

While it got away from Newark, N.J., a day late on its break-in run to Chicago, the first of Amtrak's new French-built Turbos then proceeded to win friends and influence people all along the way. A few days later the second train, delivered simultaneously at Port Elizabeth, N.J., after an Atlantic crossing from LeHavre, also moved west over the Penn Central line through Pittsburgh.

The pair of 125-mph coach trains were held to a 50-mph limit for the 900-mile trip to Chicago where they will be based when they begin revenue service to Milwaukee and St. Louis, probably late next month. Veteran railroaders were unanimous in complimenting the low noise level and the smooth ride of the trains. While they bore the red, white and blue Amtrak colors on the outside, the insides were those provided the French National Railways (SNCF) and SNCF emblems appear on many of the fixtures.

In France the five-car trainset includes one 60-seat first-class coach, one 80-seat second-class coach, and so-called second-class seating for 44 in the grill bar and for 48 in each of the power cars at the train's ends. Each car is approximately 85 feet long and is mounted on a pair of SNCF-style two-axle trucks. The entire train is about 423 feet long and weighs almost 250 tons.

Amtrak elected to have two-and two orange-vinyl reclining seats (SNCF's second-class) installed throughout its trains, giving each a capacity of 296. There are tables seating 24 in the galley/cafe section of the center car.

Each power car contains an 1140-hp propulsion turbine which drives through a Voith transmission to the front truck. The soundproofed engineroom also houses a smaller turbine that drives a 250-kw alternator that provides all train electrical services. (A more complete description appeared in the Feb. 12, 1973, issue, p. 16.)

While the train retains its buffers and links between cars, the ends have now been fitted with standard AAR couplers. Once in Chicago, the trains are to have their glass sash replaced with Lexan, a mute commentary on wayside



TURBO AT ANF plant in France had buffers and European couplers for movement to Le-Havre. Now it is sans buffers and has standard AAR couplers on both ends.

vandalism along French and American rail lines. The 24-hour delay at Newark was the result of turbine shutdowns which resulted when the American train radio was installed. Radio signals triggered the turbine protective devices and the situation was cleared by shielding these heat-sensing and overspeed circuits. France does not use radio on its passenger trains.

Since the trains are to operate over the Illinois Central Gulf Chicago—St. Louis line via Springfield, Ill., and on the Milwaukee between Chicago and Milwaukee, both roads sent general road foremen of engines to France to operate RTGs (*rame a turbine a gaz*) in revenue service between Paris and Cherbourg. They also operated the trains while they were moving to Chicago over PC. William Cruickshank, general road foreman for the Milwaukee, observed that RTG "is as smooth a ride as any I've ever had." He also complimented the reliability and ease of maintenance of the trains.

Since one of the United Aircraft Turbo-Trains was destroyed in a Canadian collision (RA, Aug. 13, p. 46), Amtrak no longer plans to assign such equipment to the Chicago area as earlier announced. Instead the remaining Canadian Turbo for Amtrak will be assigned in the Boston—New York area, joining the pair that Amtrak inherited from

DOT. Numerous difficulties with these trains resulted recently in the removal of the extra-fare charge for the Boston—New York service.

The French Turbos are being leased to Amtrak for just over \$100,000 monthly for a period of 18 months with an option for outright purchase at \$5.5 million after one year. This, according to Amtrak, is considerably below the price of North American equipment.

Amtrak has a further option to purchase either four or eight additional trains within the lease period. ANF Frangecco, the French builder, has established prices contingent upon the building of more RTGs for the French National Railways concurrently. Rohr Industries has been licensed to produce RTGs for North American service if Amtrak's requirements go beyond the eight in its French option. Amtrak sees markets for such equipment in corridors of 200 to 300 miles and cites as possibilities: Chicago-Detroit, San Diego-Los Angeles, Seattle-Portland, and Disney World-Miami.

Construction has started on a \$3 million maintenance base for the RTG trains at Brighton Park in Chicago. This facility, due for completion late this year, will be staffed by Amtrak personnel. Railroads in the Chicago area will continue to maintain Amtrak's conventional equipment.

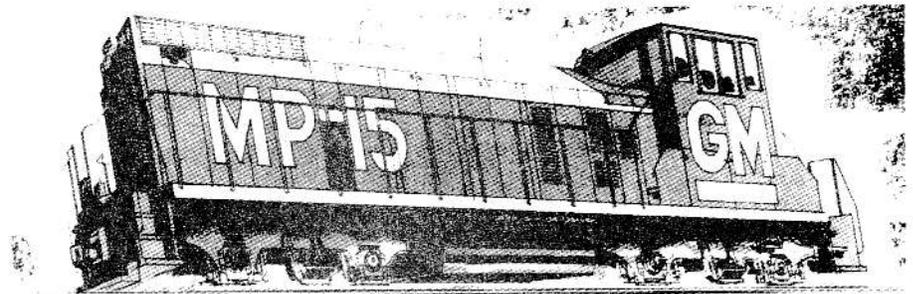
Electro-Motive Division of General Motors, which ushered in 1972 with the introduction of its Dash-2 series of road freight locomotives, has announced that it will be ringing in 1974 with the unveiling of another new motive power concept—the model MP-15. Designed for secondary service as well as switching and transfer work, the MP-15 (for multi-purpose, 1500 horsepower) is a 4-axle 4-motor unit outfitted with EMD's standard GP (general purpose) road freight locomotive trucks.

In making the announcement, H.L. "Pete" Smith, vice president of GM and general manager of EMD, said: "This locomotive combines features of the switcher and the road freight locomotive to offer new dimensions in motive power flexibility for the railroad industry.

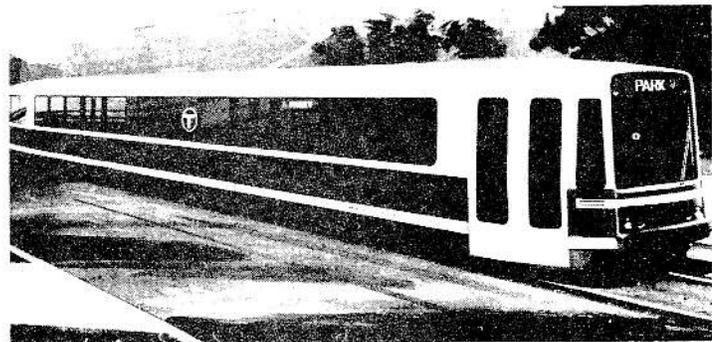
"Its switcher configuration provides high visibility, while other design improvements provide for the roadability required in secondary and transfer service."

Fuel capacity of the new unit is 1,100 gallons, with a 1,400-gallon tank available as an option. Powered by a 645E series 12-cylinder non-turbocharged engine, it features current design modifications which have virtually eliminated visible smoke and substantially reduced exhaust gas emissions. Fire ring pistons, improved cylinder liners and a low sac fuel injection system are some of the modifications that keep emissions at a low level.

EMD plans multi-purpose 1,500 hp unit



ARTIST'S CONCEPTION of MP-15 which Electro-Motive will introduce early in 1974.



National standard light rail car as adapted for Boston is being built by Boeing Vertol (150 on order for the Massachusetts Bay Transportation Authority). The 71-ft articulated cars ride on three trucks, two being powered, have seats for 52, can accommodate crush loads of 210 persons. Eighty similar cars are being built for San Francisco's Muni.



PHILADELPHIA CHAPTER

Post Office Box 41
Huntingdon Valley, PA 19006