

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

MARCH, 1975

Philadelphia Chapter, SEPTA, & Boeing Set SOAC Trip 3-23

Your Chapter, in cooperation with the Southeastern Pennsylvania Transportation Authority, and Boeing Vertol Company's Surface Transportation Systems Division, is pleased to announce an inspection tour and trip with the State-of-the-Art Cars (SOAC) on SEPTA's Broad Street Subway lines on Sunday, March 23, 1975. The cost will be \$3.00 per person, and all area rail enthusiasts are invited to participate. The outing will be limited to 150 persons in order to accommodate everyone comfortably.

The inspection tour will include several photo stops on the Broad Street Subway line, and will also cover some trackage not ordinarily used in BSS passenger operations. Additionally, Boeing Vertol personnel will provide various information to those attending about the cars, and their technical features. Promotional literature will be distributed to those in attendance.

The trip is scheduled to leave the Pattison Avenue subway terminal at 11:00 a.m., on Sunday, and return at approximately 2:30-3:00 p.m. Reservations in advance are advised, due to the limited capacity of the trip. The southernmost kiosk at the Pattison Avenue station will be used to enter the station (nearest the Kennedy Stadium), and detailed instructions will be provided with tickets.

The outing will make one local run from Pattison to Erie Avenue and return, and then an express trip from Pattison to Fern Rock and return. Additional details and features of the outing were being worked out with SEPTA and Boeing at press time.

A flyer with return coupon is enclosed with this issue of CINDERS, and those who desire to take part in this outing are asked to complete and mail the form to your Chapter President as quickly as possible. We urge you to come out and take a good look at this interesting equipment, which, upon completion of SEPTA and PATCO demonstrations, will be returned to the US DOT facility at Pueblo, CO. Invite a rail friend to join you on this interesting field outing.

The cars will be in normal revenue service on the Broad Street Subway from March 6 through April 2, and a schedule of that operation is reproduced on Page 8 of this issue of CINDERS.

(CHAPTER NEWS WILL BE FOUND ON PAGES 2 AND 6 OF THIS ISSUE)

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Philadelphia Chapter News:

OUR MARCH MEETING: Will feature one of those rare slide programs designed to bring back memories to all of us. Bob Collins, an EL dispatcher and rail photographer of note, will present a program on the Anthracite railroads, including many fine slides from the twilight of steam. This promises to be one of the finest programs of the new year so far, so don't miss it. The date is Friday, March 21, 1975, and, as usual, dinner is at 6:00 p.m., and the meeting is at 7:30 p.m. Location: The Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Dinner is by advance reservation only, please. SEE YOU ON MARCH 21. Bring an out-of-town friend for this meeting, and for the SOAC trip on Sunday, March 23.

DINNER RESERVATIONS: Please telephone your dinner reservations to Frank Tatnall BEFORE Monday, March 17, 1975, PLEASE. The Engineers' Club prepares meals based on the head count which Frank supplies them with, and it is important that we be as accurate as possible. Frank's phone number is 215-828-0706. Call as soon as you receive CINDERS, and you will not forget.

REINSTATED MEMBER:

MAXSON, Frederick V., 2165 Charles St., Glenside, PA 19038

NEW MEMBER:

LYNCH, Howard P., 577 Bob White Road, Wayne, PA 19087 (215-688-1399)

ADDRESS CHANGES:

JAMES, Samuel L., 114 Myrtle Avenue, Havertown, PA 19083 (Phone number remains same)

QUIGG, John, 127 N. 7th St., Perkasie, PA 18944 (215-257-8348)

RIEGEL, Donald R., 312 Sherwood, Tanglewood, Victoria, TX 77901

GILBERTSVILLE RAILROADIANA BOURSE ON MARCH 16: Please don't forget the Non-Affiliated Train Meet at Gilbertsville, PA, On Sunday, March 16, 1975, from 9:00 a.m. to 4:00 p.m. Advance admission is \$1.00, and may be secured from Mr. William C. Ramsey, 223 E. Montgomery Avenue, Hatboro, PA 19040. Please send self-addressed, stamped envelope with your check. Your Chapter will have a table at this Bourse, as we did last year, and we urge you to attend and look at the material offered for sale by the many vendors. It's held at the Gilbertsville Fire Hall, which is on PA Route 73 in the heart of town, just east of PA Route 100 and east of Boyertown. See YOU there.

"ON THE SCENE"



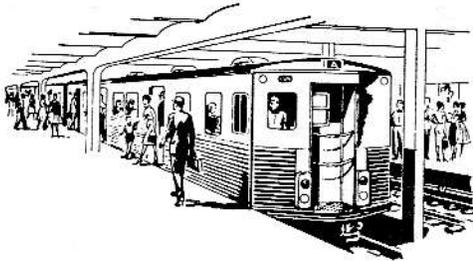
with El Simon

.....AMTRAK Budd RDC-2 #34 was spotted at READING's Wayne Junction, PA Car Shops on Friday, February 28, freshly outshopped.....As March came, AMTRAK had a new President, in Paul Reistrup, and a fistful of new cars on order. On January 31, AMTRAK ordered 200 more cars from BUDD. These are to be Metro-type cars, but they will include cars other than coaches and snack-coaches.....By the time you read this, AMTRAK may have placed its long-awaited order for Hi-level cars. Well-founded rumors claim four types of cars will be ordered. Two types of coaches (differing in that one type has a bar-lounge downstairs while the other has additional coach seats), a diner-lounge (with downstairs kitchen), and a 52-seat "Economy Sleeper" will round out the types. The latter car apparently will have 26 double rooms similar to a double slumber room without individual plumbing - rooms will be on both levels. Dressing rooms would be provided on each level, as I understand it.....With the number of states requesting subsidized AMTRAK train service continuing to grow, it seems rather unlikely that AMTRAK will retire any cars except those heavily damaged in a wreck. Still no activity on converting cars to electric heating.....The two E60CP's, which had been testing, and having their problems, are grounded for the time being, as the result of a derailment at Milepost 46, near Elkton, MD, in late February. The rear truck of the locomotive #950 and the five or six coaches on the train derailed but cause has not as yet been finalized, but seems to have been pinpointed to the trucks of the locomotives. The accident, which happened at a reported 100 mile per hour speed, tore up some 2500 feet of track.....The northbound Silver Star struck a leaning coal hopper on the RICHMOND, FREDERICKSBURG & POTOMAC on February 21. A relief consist of SOUTHERN coaches and several parlor cars was made-up---they were fortunate to have any cars available on a Friday afternoon.....New Metrocoaches due from BUDD in the Spring will have double-vestibules (as do Metroliners). They will have distinctive five-digit numbers, which may indicate that they are all-electric. Snack-coaches will begin at 20000, while coaches will start at 21000.....AMTRAK continues to whittle away at its fleet of unrefurbished cars and has less than 100 in service now. A backlog of BURLINGTON NORTHERN cars has finally started moving into Mira Loma, Como and Woodcrest for the "beauty treatment".....Sleeper-lounge "Ponte Vedra Beach" was rebuilt by Beech Grove with steel sides instead of stainless steel beneath the windows. Corrosion was the culprit and required a good deal of work. AMTRAK has gone to great lengths to restore some cars which were nearly "basket cases" when received by the shops.....AMTRAK is acquiring its biggest contract shop - Beech Grove, near Indianapolis, IN. This was the old NEW YORK CENTRAL "Big Four" shop complex and it has consistently turned out the greatest number of refurbished cars.DELAWARE AND HUDSON has received its first rebuilt Alco PA, #19. 16 is still at Morrison-Knudson, while 17 and 18 have been running since the Adirondack started in August.....NEW JERSEY DOT should have all of its cars by the time of our March meeting, and SEPTA should have about 85 to go. Seventy additional cars are to be ordered from GE for READING service, so deliveries will be a long time coming. I understand READING will retire all of its cars except the 38 "Blue" cars. Thus, 84 new cars will replace 98 older cars of less seating capacity when all is done.....The PATrain service at Pittsburgh, PA, is off to a good start with two CHESSIE SYSTEM GP9's and five ex-C&O coaches painted in PAT's "rainbow" colors like its streetcars. Four coaches are scheduled plus one spare. Another train is operated with four ex-BALTIMORE AND OHIO Budd RDC's in silver with a red letterboard something like CP Rail's.

(CONTINUED ON PAGE 4)

"ON THE SCENE", Continued from Page 3

.....JAPAN's Shin-Kansen has been extended to Hakata. Now, JNR runs 125 trainsets plus 8 spares - each of which consists of sixteen cars. So, this one line has 2128 cars - more than operate on the whole AMTRAK network.. The diners on these trains are unique in having a partitioned corridor down one side to keep through traffic from disturbing diners.....In MEXICO, six sleeping car lines still operated with standard-weight cars. 14-section sleepers run on the Aztec Eagle to Neuvo Laredo and two cars run on El Tapatio to Guadalajara. A section-bedroom car runs to Morelia. But, the classic "12 and 1" sleepers still operate on El Regiomontano to Monterey and El Jarocho to Vera Cruz. NedM hasn't purchased any streamlined sleepers from the United States since 1972 and does not seem to be in any hurry to retire these cars. But, they cannot last forever.....At year's end, three FAIRBANKS-MORSE Train Masters remained in service - NORFOLK AND WESTERN 171 and 173 were active on West Virginia mine runs and SOUTHERN PACIFIC 3031 was still on San Francisco commute service. Before SP sister 3021 failed just after Christmas, the last double-headed FM commute train was operated on December 24, 1974.....America's largest remaining fleet of F units is on SANTA FE. They had 51 F7A, 167 F7B, 16 F9A and 15 F9B units - but about 130 of the B units are currently stored.



"In Transit"

by E. Alfred Seibel

.....The age of the automobile saw the end of mass transit in many of this country's smaller urban areas. Should the petroleum situation worsen, the plight of these communities will become desperate. However, the new Federal budget for transportation breaks down as follows: \$4.96 billion for highways, \$2.29 billion for airports and airways funding, and for rail transportation (all kinds), \$1.26 billion. The big users of petroleum continue to get the largest portion of the transportation pie, this in spite of one geologist's prediction that by the year 2000, our supply of petroleum will be exhausted.....In PHILADELPHIA, old PTC buses, GMC-Yellow Coach jobs, are neatly lined up in the former Baldwin Locomotive Works yard at Eddystone. It is reported that Delaware's DART suffers from a bus shortage and is interested in obtaining some of these relics from SEPTA.....in CANADA, all is not well in what many rail enthusiasts call the ideal transit system (Toronto). Following the Province of Ontario's announcement of the aborting of the GO-Urban Magnetic Cushion Transit System, came increased agitation for a return to expressway construction in the Toronto area. Voters indicate they want the cancelled Spadina Expressway revived; also wanted is the construction of the Scarborough Expressway and the extension of the Don Valley Parkway.....Also in TORONTO, GO TRANSIT is considering the use of the TORONTO, HAMILTON & BUFFALO station in downtown Hamilton instead of the CANADIAN NATIONAL facility at the north end of town..... In WASHINGTON, DC, Washington newspapers report the Rohr-built Washington Metro cars are having their share of bugs. Unexpected emergency brake applications, noise and vibration levels far above the WMATA specifications and a lateral stability problem, are some of the troubles requiring de-bugging.

D&H Announces First '75 Trip

The Delaware and Hudson Railway has announced their first 1975 excursion, a trip on Sunday, April 6, 1975 from Binghamton to Albany, New York, and return, in connection with an "Afternoon at the American Freedom Train".

On Friday, April 5, the American Freedom Train will arrive at Albany, with its 22 cars filled with the History of America. Inside the train, visitors will travel through each exhibit car on a moving walkway at a rate of 2000 per hour.

The American Freedom Train Foundation has assembled an impressive array of historical displays and documents, including George Washington's copy of the Constitution, Pennsylvania's Ratification of the Constitution, dramatic portrayal of five events in American History which have shaped our country, and literally hundreds of other exhibits that will give people who visit the show a unique view of American history.

The special train will depart Binghamton at 8:30 a.m., arriving Albany at 2:30 p.m., and will return, leaving Albany at 4:30 p.m., arriving Binghamton 10:30 p.m. Package fare: Adults, \$20.00, Children, \$15.00, which includes train fare and admission to the American Freedom Train.

Train consist will include comfortable coaches, open air photo car, snack and souvenir car, and tavern-lounge car. Individuals and groups desiring seating in the same car, please order tickets together. No selling permits will be issued to vendors. Power for the train has not as yet been announced.

Tickets should be ordered from: Ticket Agent, Delaware & Hudson Railway Company, 40 Beaver Street, Albany, New York 12207.

Other planned D&H trips for 1975 are as follows:

- May 24 - Canadian Railroad Historical Association trip from Rouses Point to Fort Ticonderoga or Ausable Forks, NY, and return
- June 7 - Rotary Club from Binghamton and intermediate points to Montreal for International Rotary Club convention.
- June 12 - Rotary Club from Montreal to Binghamton (return trip)
- June 28 - Saratoga Fair Trip, Oneonta, NY to Saratoga and return
- Sept. 20 - Washington Branch trip - Colonie, Castleton, Whitehall and return to Colonie.
- Oct. 5 - Autumn Special - Wilkes-Barre, PA to Oneonta, NY and return.

D&H says that other trips may be scheduled as the year progresses, and arrangement of detailed information concerning the excursions being operated for the general public will be made later.

CINDERS, of course, will pass along any information on D&H trips just as soon as we receive same.

PHILADELPHIA CHAPTER NEWS (Continued from Page 2)

SLIDE CONTEST WINNERS: The Chapter's annual slide contest, held at the February meeting, produced a wide-ranging display of railroad photography. There were 19 entrants in five major categories. The winners and their subjects:

STEAM:

- First Prize - Dave Engman (PRR steam at Renovo, PA)
- Second Prize - John Burke (British Columbia steam)
- Third Prize - Brad Phillips (New Hope & Ivyland)

DIESEL:

- First Prize - John Burke (Delaware and Hudson Alco PA's)
- Second Prize - Bob Losse (Lehigh Valley Alco C628's)
- Third Prize - Larry Eastwood (Reading Company Budd RDC's)

MAINLINE ELECTRIC:

- First Prize - George Metz (Milwaukee Road electric)
- Second Prize - Rodger Fredrick (National Railways of Mexico electric)
- Third Prize - John Burke (Milwaukee Road electric)

TRACTION:

- First Prize - George Arnoux (Illinois Terminal electric)
- Second Prize - Bill Volkmer (Pittsburgh Railways)
- Third Prize - George Metz (Toronto Transportation Commission PCC's)

GENERAL:

- First Prize - Bill Volkmer (PTC traction models)
- Second Prize - Brad Phillips (IC Terminal - Chicago)
- Third Prize - George Metz (Interior of Railway Post Office car)

As usual, the Slide Contest was judged by a panel of two Chapter officers and three members selected at random. First prize in each category was a one-year subscription to a rail enthusiast publication of the winner's choice. Second and third prizes are boxes of color film with processing.

We wish to take this opportunity to thank those who entered the contest and helped provide a varied evening of entertainment.

RAILROAD MAGAZINE INTERESTING RAILFAN NUMBER 147 - WILLIAM C. WAGNER: We take this opportunity to salute and congratulate member Bill Wagner on his selection as RAILROAD Magazine's Interesting Railfan #147. Bill (and his wife, Pat) are done justice in a fine article in the March, 1975 issue of RAILROAD, and we're proud of Bill, and of the job he does as editor of the BULLETIN, a time-consuming, and sometimes thankless job. It seems that editors, no matter where, are always subject to criticism on their choice of material for publication and the manner in which they publish it. Our own NRHS BULLETIN is well done, and the Philadelphia Chapter is pleased to claim Bill as a member. In addition to his duties, Bill faithfully handles our Chapter dinner trip each year, and he has come forth again in 1975 and volunteered to sample the fare of various restaurants for our July outing.

BOOK LIST DELAYED: Due to time limitations and the details surrounding the SOAC outing, we are not able to issue a book listing with this issue of CINDERS, but it should come with your April issue.

Railroad Seminars at U. of P. Continue

Once again, this year, the University of Pennsylvania's Regional Science Department and the Wharton School Transportation Program will continue the series of seminars on the Northeast Rail Problem. The series is being held under the auspices of the Wharton School with financial support from the University's 1907 Foundation Program in Transportation.

This seminar series will again bring distinguished speakers to the Penn campus to discuss the problem and methods leading to its resolution. These individuals will include various proponents of legislation and also representatives of various impacted groups, i.e., creditors, non-bankrupt carriers, financial community, and the public. In all, three or more seminars will be held. The dates and participants for the seminar schedule are as follows:

March 24 - Carl Bruce Sterzing, President, Delaware and Hudson Railway

March 31 - Richard Dicker, Vice President & General Counsel, The Equitable Life Assurance Society of the United States, the largest single creditor holding \$160 million of Penn Central debt. Equitable heads a consortium of life insurance companies holding over \$300 million in Penn Central debt.

Additionally, preliminary discussions have been held with Arthur Lewis, Chairman of the Board of the United States Railway Association (ConRail) and with Milton J. Shapp, Governor of Pennsylvania, for April appearances. As information becomes available on future sessions, it will be passed along.

All of these sessions will be held on Monday afternoons from 3:30 to 5:00 p.m., in Room W-1, Dietrich Hall, 37th and Locust Streets, on the Penn Campus. The seminars are open to the public and are free of charge.

The basic format of the seminars is a statement by the principal speaker (for 30 or 45 minutes) pertaining to the speakers perception of the problem, its impact, and its solutions. The remainder of the time will involve a general discussion and questions and answers from the audience.

2101 To Pull Freedom Train

According to late word received at press time, ex-Reading T-1 4-8-4 #2101 is to be repaired and steamed up for use on the American Freedom Train when it swings back into the east in 1976. The locomotive is, as we understand it, currently shopped at Baltimore on the Chessie System for overhaul. It has been stored, along with sister 2100, at Striegel Supply in Baltimore since the two locomotives were sold by the Reading after finishing out their days on the Iron Horse Rambles.

The American Freedom Train itself, although under diesel power at the beginning, will make its first appearance at Delaware Park racetrack later in March or the very first days of April, and then will move from there to Albany, NY for the display on April 5. Details on the beginning schedule will be announced at our March meeting, and we will hope to publishing part of the schedule in the April CINDERS.

STATE-OF-THE-ART CAR

SOUTHBOUND

Leave Fern Beck	Olney Ave.	Erie Ave.	Grand Ave.	City Hall	Partison Ave.
MONDAY thru FRIDAY					
AM 9.40	AM 9.43	AM 9.50	AM 9.58	AM 10.03	AM 10.14
11.17	11.21	11.28	11.36	11.41	11.52
PM 12.55	PM 12.58	PM 1.05	PM 1.13	PM 1.18	PM 1.29
6.33	6.37	6.44	6.51	6.56	7.07
8.03	8.07	8.14	8.21	8.26	8.37

AM	AM	AM	AM	AM	AM
9.39	9.42	9.49	9.57	10.02	10.13
11.24	11.27	11.34	11.42	11.47	11.58
PM 1.16	PM 1.20	PM 1.27	PM 1.34	PM 1.39	PM 1.50
3.01	3.05	3.12	3.19	3.24	3.35

NORTHBOUND

Leave Partison Ave.	City Hall	Grand Ave.	Erie Ave.	Olney Ave.	Fern Beck
MONDAY thru FRIDAY					
AM 10.25	AM 10.36	AM 10.41	AM 10.48	AM 10.55	AM 10.59
PM 12.03	PM 12.14	PM 12.19	PM 12.26	PM 12.33	PM 12.36
1.40	1.51	1.56	2.04	2.10	2.14
7.11	7.21	7.26	7.33	7.40	7.44
8.41	8.51	8.56	9.03	9.10	9.14

AM	AM	AM	AM	AM	AM
10.32	10.43	10.48	10.55	11.02	11.06
PM 12.17	PM 12.28	PM 12.33	PM 12.40	PM 12.47	PM 12.51
2.10	2.20	2.25	2.32	2.40	2.44
3.55	4.05	4.10	4.17	4.25	4.29

Additional weekday SOAC trips will be scheduled to sports events at the Spectrum.

Worcester). P&W also is scheduled to receive three more Montreal Locomotive Works M420's in the Spring of 1975, probably in April, to add to the two they already have. (---Narragansett Chapter, NRHS)

AMTRAK STATION UNDER CONSTRUCTION AT RICHMOND, VA: Amtrak has announced that it is building a new, \$1.8 million passenger station at Richmond, VA, about 3 miles from the existing Broad Street Station there. Facilities will include a parking lot, waiting room, baggage and ticketing facilities, sales office, employee lounge, and snack bar. Construction was begun in November.

SPECIAL SOAC TRIP ON SEPTA BROAD ST. SUBWAY ON SUNDAY, MARCH 23 - TICKETS LIMITED!!!!!!!

Odds & Ends....

SILVERTON PASSENGERS: The D&RGW's Silverton train handled 101,868 passengers during 1974. This is a drop from 1973, but they were able to handle everyone who showed up. In previous years, many potential riders weren't able to get on the train. (---Promontory Chapter, NRHS)

CANADIAN EXCURSIONS: St. Lawrence Valley Railway Society has announced two Spring, 1975 trips. One, on Sat., 3/22/75, will run from Montreal to Becancour, Que., and return, a Maple Sugar trip. The other trip will be a Budd RDC trip from Ottawa, Ont., to Waltham, Que., and return on Sat., 5/17. The latter trip will include a bus connection to and from Montreal. For further details, contact: St. Lawrence Valley Railway Society, P. O. Box 400, Cotes-des-Neiges, Montreal, Que., Canada. This group has run some fine diesel-powered trips in the past, and these two seem to follow that pattern.

MILWAUKEE ROAD BICENTENNIAL LOCO DERAILS: Milwaukee Road SD40-2 #156, painted up in Bi-Centennial colors of red, white & blue, was involved in a freight train derailment late in February, at an undisclosed location. The locomotive was, however, supposedly heavily damaged and will require extensive repair work.

PROVIDENCE & WORCESTER GROWS: The sale of Boston and Maine's Gardner Branch to the Providence & Worcester was finalized on October 31, 1974, when P&W paid \$310,000 for the 22-mile line and trackage rights over the B&M (1 mile at Gardner & 3 miles in