

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

DECEMBER, 1973

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Christmas Greetings

AND BEST WISHES FOR THE NEW YEAR



SEASON'S GREETINGS!!!! As is our custom, the officers of the Chapter take pleasure in sending along best wishes for a Merry Christmas to our members, together with very best wishes for a joyous Holiday Season to those of the Jewish faith among us. Our Chapter has enjoyed another fruitful year, and we have much to be thankful for. Let us hope that 1974 will be as successful a year as the one we are concluding. We all hope that you will enjoy good health in the year to come.

OUR DECEMBER MEETING: Will take place Friday evening, December 14, 1972, with dinner at 6 p.m., and our meeting at 8 p.m., at our usual location, the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. The program for the evening will be another in our series of MOVIE NIGHTS, featuring three films which are sure to be a treat for our members and friends. "DELTA QUEEN, MY TIME MACHINE", the official movie of the Delta Queen steamboat, will be shown, as well as "FRANCE ON WHEELS", the story of the French National Railways, and "ACROSS THE FRONTIERS", the story of the TEE Trains of Europe. Let's see a big turnout for dinner and for the meeting, closing out 1973 in an entertaining way. SEE YOU AND A FRIEND AT OUR DECEMBER MEETING.....FRIDAY, DECEMBER 14.

1974 DUES BILLS: Should be in your hands by the time you receive this issue of CINDERS. Please be prompt in your dues payments, so you can be placed on our rolls for 1974. Earle's address is on our masthead on page 1, if you have questions regarding your dues bills for next year. We don't want to lose any members this year, and we're sure you don't want to lose out on the many benefits of NRHS membership.

PUBLICATION SALES: Publication Sales Director Harvey Seligsohn will have a new selection of post cards at our December meeting for you to inspect. Also, we'll have our usual array of booklets, tie clips, etc. This would be a good place to purchase that Christmas gift for a railroading friend.

DEADLINE FOR JANUARY ISSUE OF CINDERS: The deadline for material for the January issue of CINDERS will be Monday, December 31, 1973. All material must be in Larry Eastwood's hands by that date.

OUR JANUARY MEETING: We will be honored at our January meeting to have as our guest speaker, Mr. Edson L. Tennyson, Deputy Secretary of Transportation for Local and Area Transportation, of the Commonwealth of Pennsylvania. As an added treat, Mr. Tennyson has promised to bring some 1950-vintage 16mm movies from his personal collection. So mark Friday, January 18, 1974 on your calendar, and let's fill the meeting room for this entertaining evening.

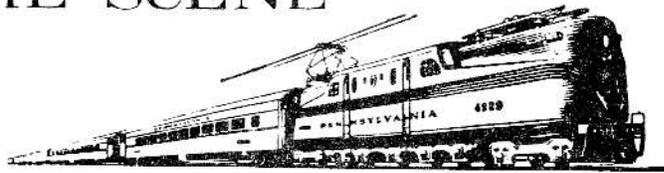
OUR FEBRUARY MEETING: Will feature our annual Slide Contest - so start digging thru your collection on one of these cold nights and putting aside your best slides for the 1974 Chapter Slide Contest. We had some goodies last time.

RED ARROW EXCURSION HUGE SUCCESS: Our two-car Red Arrow excursion, operated on Saturday, November 10, was one of the most successful streetcar excursion operations this Chapter has had in quite some time. A total of 70 people took part in the trip, and the weather was just about perfect. Those attending the Annual Meeting of the Society thoroughly enjoyed their trip. It is the intention of the Chapter to sponsor some type of outing such as this each year on the weekend of the Annual Meeting, as a way of entertaining our fellow members from other cities around the country.

WEST JERSEY CHAPTER ISSUES FINE PUBLICATION: Our good friends in the West Jersey Chapter have issued a fine publication entitled "THE PHILADELPHIA, MARLTON AND MEDFORD RAILROAD COMPANY, 1881-1931", and have placed it on sale. This 32-page booklet, the same size as the BULLETIN, is profusely illustrated, and a lot of effort has gone into the work, particularly in verifying accuracy. The publication costs just \$2.00, post-paid, and may be obtained from: National Railway Historical Society, Inc., West Jersey Chapter, P. O. Box 101, Oaklyn, NJ 08107. There is a good map included, and a number of timetable reproductions throughout the booklet. We urge you to acquire your copy today, and you'll gain some local railroad history, and help the West Jersey Chapter at the same time.

AUSTRALIAN RAIL SAFARI: Chapter member Larry Steingarten has organized a rail tour of Australia through Tailored Tours of Trenton, NJ, where he works on weekends. The trip, to be operated for two weeks in the latter part of March, 1974, will feature a flight from either New York or Philadelphia to Sydney, 3 days in Sydney, 4 in Melbourne (with an effort being made to arrange a steam fan trip there), 1 day in Adelaide, 1 in Perth. Then return from Perth to Sydney on the Indian Pacific. Sleepers on all night trains, airfare, all breakfasts except one, meals on the Indian Pacific, and hotels will work out to about \$1300. For brochure, contact Larry at 609-799-2187 Friday evenings or Saturdays, or write: Tailored Tours, 1440 Pennington Rd., Trenton, NJ 08618.

"ON THE SCENE"



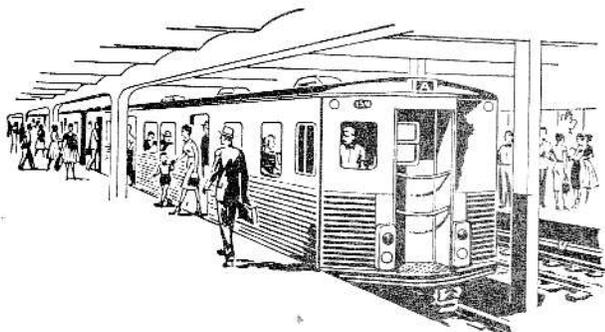
with El Simon

.....AMTRAK's 57 new coaches from Budd will be composed of 36 full coaches and 21 snack-coaches. Another 100 coaches are to be ordered for long-haul trains, but these are supposed to be "new-design" cars for which design work is only now being finalized.....A review of GGI's in AMTRAK service yielded only one (915) which didn't show up in a typical week, but I noted at least eight units between 4886 and 4898 in service on AMTRAK trains as well. The twenty-six new units on order, therefore, should not completely retire the GGI's, but they may well only operate in Clocker service, for instance.....Winter-season schedules to Florida will revise the Silver Star a little, and add the Vacationer from New York in the late afternoon and from Miami around noon.....The Empire Service received eight refurbished snack-coaches by mid-November, and was being advertised as an "all-Amtrak" service in the newspapers. The refurbished snack-coaches feature microwave ovens and some sort of hot meal service.After the original plans had been issued, the observations on Trains 71 & 78 in Empire Service were properly placed on the rear end and the Albany set-outs discontinued on those trains. Again, common sense prevailed.....The Valley Forge has been running eight Congressional coaches and counter-diner AMTRAK 8342. The latter offers a snack bar menu with one attendant, rather a waste of a diner.....AMTRAK schedules in other areas were not changed much on October 28, and there's a rumor Amtrak has imposed a 14-car limit on all trains other than the Florida service for the winter. At a time of energy crises, this seems on its face to be very short-sighted and hopefully pressure will be applied to compel a change in this policy where passenger loads require it.....AMTRAK has selected the 1300-series for nine baggage cars it purchased from the Army, and 1301-02 have been seen to date. They are only 50 feet long (shades of the old REX cars!!).....Reading, PA, Shops of the READING will rebuild a total of six RDC-2 and RDC-3 cars for AMTRAK (they had eight) by April, 1974. To date, only two are known to be completed, and they are at Chicago.....The new service to Dubuque and Decatur still had not started by late November and I understand the RDC's will operate these routes when they do start....."Club-snack" car 3320 is running on trains 176 and 177, alternating with a regular snack-coach. It offers the same pre-packaged meals as the parlor-club cars. (Three choices, one at \$2.75, and two at \$3.75, include a full-course meal and a half bottle of Mateus Rose). Two other PENN CENTRAL parlors (7137 and 7143) reportedly will become #3321 and 3322.....Lounge car 3338 on the Broadway Limited is an "Entertainment Lounge" with full-length drapes in the former observation area and a 25" TV monitor. This car and refurbished twin-unit diner 8804-05 operate on the same set of the Broadway. This car replaced lounge 3332, which went out to run on the Starlight.....Round-end parlor-observations 3770-3771 are now running on the Hiawatha to Minneapolis so that the dome-parlor-observations can back up the Disco-Pubs on the Floridian.....AMTRAK's Florida trains received new menus in October, printed on a board like Santa Fe used. In fact, it is a Santa Fe board with "Amtrak" instead of "Santa Fe" on the F unit's nose....."Air Force Academy" is the first former ROCK ISLAND sleeper to go into service. Eleven similar cars were purchased but are apparently stored somewhere. This car is usually on the Panama Limited. Two PENN CENTRAL coaches assigned to Clocker service have received an interior facelift; blue and yellow seats are teamed with wood-grained wallpaper up to the windows and light green above. Parlor 7138 (also normally a

(CONTINUED ON PAGE 4)

"ON THE SCENE" (Continued from Page 3)

Clocker car) has a similar interior scheme but has brown upholstery. Remember, that the Clocker cars are still in "no man's land" until litigation over the fate of these trains (PC or Amtrak?) is finally resolved. Coaches involved are #1572 and 1589 (the latter was supposed to be the prototype "Amtrak" coach back in 1971, although it was never owned by NRPC). A legacy from those days remains in 1589's blue window stripe..... The three AMTRAK trains equipped with TV lounge cars are the Starlight, Broadway Limited, and the Silver Meteor. They have thirteen cars in two series equipped with SONY televisions.....Former SOUTHERN PACIFIC coffee-shop lounges are now being renovated in Wilmington and will run on the Vacationer this winter. Thus, the "Pride of Texas" will become the "Pride of Florida"; perhaps???.....LONG ISLAND now operates all MU service with M-1 Metropolitan type cars. The West Hempstead Branch recently became the last electric line to receive high-level platforms to make this possible. At least 30 "Ping Pong" coaches remain in service, but should be replaced eventually by "push-pull" coaches converted from postwar MU's.....



"In Transit"

edited by George Baumann

 We didn't receive a column from George Baumann for this issue; however, El Simon has once again come to the rescue with some notes from his sightings - GEORGE, where are you?

.....NEW YORK CITY TRANSIT AUTHORITY has completed the repainting of all postwar cars which had been dark green and now is concentrating on the remaining red cars. Of course, most of the pre-war IND cars (roughly 380) will remain in their old colors until they are retired next year.....PATCO has received two freight motors from the NIAGARA JUNCTION. Niagara Junction will be left with seven GE electrics built in 1952.PUBLIC SERVICE's Newark Subway will soon have a sweeper from Toronto. TNJ has purchased a surplus TTC car.....SEPTA has repainted PCC #2800 in the new orange and white scheme. PCC 2128 was recently repainted from white (traffic safety) to the traditional cream and green livery.....Eleven TORONTO PCC's leased to San Francisco will become 1180-1190. These are former Kansas City cars (like SEPTA's 2250 series).SAN FRANCISCO has retired its first PCC, #1102.....The City of El Paso has purchased the international streetcar line to Ciudad Juarez and hopes to resume service.....CHICAGO TRANSIT AUTHORITY continues to operate its 50-year old 4200 and 4400-series El cars on the rush-hour Evanston express trains. The problem is that third rail to Evanston is not yet ready and not enough newer cars have trolley poles...BART opened its line from Daly City to downtown San Francisco November 5. Hopefully, signal problems can be resolved to permit the operation of Trans Bay trains next June. Another 100 subway cars were ordered from Rohr for a total of 450 cars.

LACKAWANNA GIVES WANDERLUST CRUISE

An unusually interesting vacation is available in the Lackawanna Railroad's 12-day Wanderlust Cruises from New York city every Monday from June 29 to August 24, inclusive. The all-expense rate is \$144 from New York city, with slightly lower rates from points in New Jersey.

The Wanderlust Cruises include Buffalo, Cleveland, the Great Lakes, Detroit, the Soo Canal, Port Arthur, Ont.; Fort William, Duluth, Minn., and Niagara Falls. Every element that can contribute to the pleasure of the vacationist is provided. The route is to world-famous scenes by swiftly speeding trains, splendid steamers and de luxe motor coaches. Every item of necessary expense is covered by the tour ticket—transportation, Pullman, outside staterooms, hotels, meals, motor coaches, sightseeing and other items. An experienced Lackawanna tour escort acts as personal director.

Wanderlust Cruise tours leave New York city at 10 o'clock Monday mornings on the Lackawanna Limited, with parlor car seat reservation. The route lies through some of America's most idyllic scenery in northern New Jersey, thence into Pennsylvania and through Delaware Water Gap to Stroudsburg and the Poconos. Scranton is visited and the Tunkahannock viaduct is seen. Arrival at Buffalo is in the early evening, and transfer is made to the C. & B. Line steamers for the overnight sail across Lake Erie.

Tuesday there is a sightseeing trip about Cleveland, and at 11 o'clock the party leaves for a daylight sail across Lake Erie to Detroit. Rooms with bath are reserved at the Hotel Statler. The evening is free. A tour of inspection of the Ford motor plant is made Wednesday, followed by a motor sightseeing trip which includes Belle Isle Park. In the evening tour members are taken to Windsor, Ont., where they board the steamer Huronic for a week's cruise to Duluth, Minn., and return. On this cruise there are visits to Sarnia, Ont., and Lake Huron Beach for bathing, dancing and other diversions. The route then lies through St. Mary's River and the locks of the Soo Canal, upper St. Mary's River, Whitefish Bay and into Lake Superior. Port Arthur, Ont., is reached Saturday morning, and a visit is made to Chippewa Park on Thunder Bay as guests of the city of Fort William.

Arrival at Duluth, Minn., is on Sunday, and there is a sightseeing trip. Monday a call is made at Port Arthur and in the afternoon the Sleeping Giant and the Peeping Squaw, curious and massive rock formations, are seen. The Canadian locks of the canal are traversed Tuesday and Wednesday Lake St. Clair and the Detroit River, arriving at Detroit in the late afternoon. The party sails at 5 o'clock on a D. & C. N. steamer for Buffalo, arriving at 8 o'clock Thursday morning. There is a motor coach sightseeing trip around Buffalo, taking the party across the new \$5,000,000 Peace Bridge to Queen Victoria Park, where luncheon is served in the Refectory, with a splendid view of Niagara Falls.

After luncheon Niagara's great gorge, Niagara Glen, Brock's Monument and the whirlpool rapids are visited before crossing to Niagara Falls, N. Y., for a shopping and sight-seeing period. Return is made to Queen Victoria Park to view the illuminated falls, after which motor coaches take the party to Hotel Statler, Buffalo.

Immediately after breakfast the second Friday morning the party goes aboard the Lackawanna Limited for a delightful trip home, with Pullman seat, luncheon and dinner in the dining car. The 12-day Wanderlust Cruise ends at Newark, N. J., at 6.57 o'clock Friday evening or at Hoboken, N. J., a quarter of an hour later.



..... "Sure, I'm spending my vacation in the Adirondacks. It's the human thing to do to my budget."

Good logic. Good economy. Good times, of course. That she knows by experience, having been to the Adirondacks before. No finer playground in the world, yet so inexpensively near. Just a few hours by train from New York City. Golf, tennis, swimming...all the outdoor sports. And you meet so many nice people. There is a free booklet you ought to see. It has 300 pages of maps, pictures, descriptions, and rates. Want it? We'll be glad to send it to you. Write for a copy of "A Summer Paradise," or call at Delaware & Hudson Railroad Corp., 1420-26 So. Penn Sq., Philadelphia, Pa., or reach for the scissors and use the coupon below.

DELAWARE & HUDSON

D&H Trains leave Grand Central Terminal, N. Y. C.



LAKE GEORGE SARATOGA SPRINGS
LAKE CHAMPLAIN ADIRONDACKS

M. J. POWERS, General Passenger Agt.
Delaware & Hudson Railroad Corp., Albany, N. Y.
Please send 300-page book, "A Summer Paradise",
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Address..... Dept. 21

High Speed Transit Links Atlantic City To Nearby Resorts

Atlantic City's location on Absecon Island, virtually five miles out at sea, with Absecon Inlet and Bay to the north and Great Egg Harbor Bay to the south, accounts for prevailing cool sea breezes in summer.

South along the connecting boardwalks, fashionable Chelsea, Ventnor City, Margate City and Longport, with a succession of handsome villas and cottages, gorgeous in foliage and flowers, attract their patronage from the great Metropolitan centers of America.

The Inlet and Longport ends of the island are connected by the electric service of the Atlantic City & Shore Railroad, which operates the entire length of Atlantic ave., the main business thoroughfare of Atlantic City, providing convenient and frequent service between Atlantic City, Chelsea, Ventnor, Margate City and Longport.

It also operates high speed cars every 20 minutes between Atlantic City and Ocean City via Pleasantville and Somers Point, thus providing many pleasant outings for visitors.

Apart from its electric service the Atlantic City & Shore Railroad also operates motor coach service over the new Longport bridge, as well as to Pleasantville, Absecon and Somers Point.

Tickets between Atlantic City and Ocean City are honored either on cars or busses.

PENNSY SCHEDULES SHORE EXCURSIONS

Sixteen-day excursions via the Pennsylvania Railroad are scheduled from various points of the United States to Atlantic City, during the next three months.

The Pittsburgh excursions are planned for July 3, July 18, August 1, August 15, August 29 and September 12.

The St. Louis, Vincennes, Crown Point, Valparaiso and Grand Rapids excursions are scheduled for July 13, August 1 and August 15.

Excursions from Detroit are planned for July 11, August 1 and August 15.

The Cleveland and Columbus excursions are on June 27, July 13, August 1, August 15 and August 29.

Norfolk, Va., excursions are scheduled for June 21, July 18, August 1, August 15, August 29 and September 12.

The Reading Railroad is also running a number of special excursions.

Odds & Ends....

by Paul Kutta

RED ARROW BULLETS SUFFER SERIOUS FIRE DAMAGE: Two Red Arrow Bullets suffered serious fire damage in two separate incidents in late November on The Norristown Division. Car 206 caught fire near Rosemont on Monday, November 19 at 1:40 p.m. One side of the car was burned out. All passengers were evacuated safely, and the car is now being rebuilt. In a second fire, car #209, one of these recently repainted orange, white and purple, caught fire near County Line Road on Tuesday, November 27, at 8:00 p.m. The car was damaged less seriously than the 206, however, firemen did considerable damage to the car in extinguishing the fire, by breaking out windows and cutting out part of the side of the car.

OTHER NORRISTOWN DIVISION NOTES: Bullet 208 is also out in the purple, orange and white scheme. Look for the next Bullet to have a modified paint scheme. The Norristown line roster shows 19 cars, with 17 available for service. The January schedules to be issued will show 15 cars needed to hold down weekday service.

GERMAN RAIL ENTHUSIAST ORGANIZATIONS: Numerous of you have inquired of our German exchange student friend, Frank-Matthias Ludwig, about information pertaining to German railway clubs. He suggests that you contact the headquarters of all German railway clubs:

Bundesverband deutscher Eisenbahn-freunde e.v.

(3) Hannover

Postfach 1163

West Germany

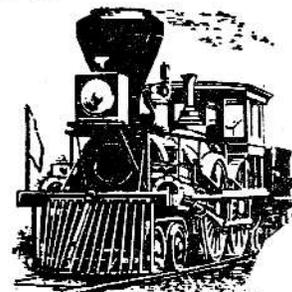
Frank, who is living with a family in Broomall during his year's stay in this Country, was introduced to the Chapter through a round-about way. The mother of the student he is staying with asked a Red Arrow motorman about a rail enthusiast club, and this information was relayed on to Ron DeGraw, and since then Frank has found out about us through Ron, and has made friends here, to be sure. Frank, we're happy to have you with us during your year in America, and we're hoping you'll enjoy your stay and learn all you can about American rail operations. Welcome Aboard. Leave us your home address in Munich before you leave us.

MILWAUKEE ROAD ELECTRIFICATION BOOKLET AVAILABLE: A fine, 12 page, 8-1/2 x 11 booklet on the Milwaukee Road's electrification, entitled "THE MILWAUKEE ELECTRIFICATION - A PROUD ERA PASSES", is available simply by writing: The Milwaukee Road Magazine, Room 824, Union Station, Chicago, IL 60606. The booklet, written by Rodney Clark, is printed on high quality buff paper, and is profusely illustrated. There are 14 historic photos, and a grade and altitude profile from Tacoma to Harlowton. Don't miss this piece of railroadiana, done so well. It's part of the July-August, 1973 issue of the MILWAUKEE ROAD MAGAZINE, and supply is limited, so write quickly today.

LIONEL TRAINS WANTED

STANDARD &
"O" GAUGE

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2215 E. Cumberland St.
Phila., 19125



PATCO Buys Niagara Jct. Locos

by J. WILLIAM VIGRASS

Port Authority Transit Corporation, operator of the Lindenwold Hi-Speed Line, recently acquired two electric locomotives, one of which will be reconditioned for work train duty, and the other is to be retained as a source of spare parts.

The two locomotives were bought from the Niagara Junction Railway of Niagara Falls, New York, a subsidiary of the Penn Central, Erie Lackawanna and Lehigh Valley Railroads. The NJ was electrified in the early 20th Century, and serves the various industries dependent upon the cheap hydro-electric energy generated at Niagara Falls. It was only logical that it be an early example of electrification. The system used was the usual street railway voltage of 600 volts, DC, with simple catenary and pantograph collection.

Locomotive #9 will become PATCO 404, and will see duty as the motive power of PATCO's work train. The latter consists usually of only one car, and may be flat car with crane 441, flat car with vacuum cleaner 443, or hopper car (for ballast) 442. There is also boxcar 444 (ex-URTX refrigerated box car, no ice bunkers) used only to store bulky material in. It moves only from yard to shop occasionally. Number 9 of Niagara Junction Railway was built in June, 1937 by Baldwin-Westinghouse as a Class S switching locomotive. It is essentially the same as their Class D, a 60-ton, 560 hp double trucked machine, with Westinghouse HLF (Hand control, Line voltage, Field control) control, with Wh 308-FE-5 motors of 145 hp continuous rating. The field tap provides a top speed of about 40 mph, although normal speed on the NJct has been 10 mph in series, and only rarely 20 mph in parallel. It is believed that #9 is the only Class S engine built by B-W, and had been intended as a forerunner of a new line of electric locos. However, 1937 was hardly a year to market a new line of locomotives, and evidently it remained an orphan. Its equipment is the same as the rather common Class D, but is arranged more conveniently. Resistors are under the hoods, which are somewhat longer, rather than inside the cab as in the Class D. This allows the engineman to have a clear field of view, important in NJct switching, and also would keep the cab cooler. Number 9 also has truck-mounted brake cylinders rather than the body mounted cylinder and brake rigging of the older Class D.

Number 9 had been overhauled by the NJct. as of 11-25-1969, and was retired in June, 1970, partly because of a loose motor pinion on the #2 axle. This must be corrected by PATCO shop forces. The loco is generally in very good shape because of its recent overhaul, and has good wheels, and good controller contacts. It had been kept as a stand-by loco by NJct after new electric switchers were procured from General Electric Company in the early 1950's, but it was found to be seldom needed and unpopular with NJ's enginemen.

Number 9 was built by Baldwin-Westinghouse in 1928, and was retired to stand-by duty soon after the new GE engines were acquired. A few parts had been removed by NJct for use on other equipment. It is in much more worn condition than Number 9, and was bought by PATCO solely as a source of parts for 9 (PATCO 404). It has been given PATCO 405 as a number for accounting purposes, but will not be reconditioned or repainted.

(CONTINUED ON PAGE 8)

PATCO ACQUIRES NIAGARA JUNCTION LOCOS (Continued)

Arrangements to buy the two locomotives were made during the summer of 1973, but it was not until October 4, 1973 that they left Niagara Junction's home rails. It was necessary to have them inspected and made ready for the relatively long journey to Lindenwold, NJ, and several items of work were necessary. Among these was installation of journal pads in place of loose waste no longer allowed in interchange. General lubrication was done, and checking of the air brake system. Finally, inspection by a Penn Central mechanical department inspector was needed before they could be accepted for movement in road service.

Since they were to move with motor pinions intact, with motors revolving, they were limited to 25 mph at the rear of local freights. Routing was via NJct, PC, and PRSL, billed to Kirkwood, NJ, which PRSL considers PATCO's private siding. Actual route was via Penn Yard, Buffalo, Olean, Enola(Harrisburg), then to Morrisville, PA (near Trenton, NJ), then to Camden via Bordentown and Burlington, the old Camden and Amboy "River Line". The latter was used because the direct Enola-Camden (Pavonia Yard) freight is a through train and not a local that could be restricted to 25 mph. Thus, it was not until October 20, 1973 that 8 and 9 arrived in PRSL's Pavonia Yard in Camden, NJ. They were held there until October 24, 1973, because PATCO's siding from PRSL was used October 23 by the Sperry Rail Detector car, and PATCO did not want the siding blocked. This Sperry Car visits PATCO once a year, and is the Mack ex-FCD railcar that is used on the New York City Subway system. It toured PATCO the night of October 23/24, and was interchanged to SEPTA at 8th and Race Streets, and then did the SEPTA Broad Street Subway before going back onto railroad rails at SEPTA's Fern Rock Shops, to Reading Company.

Upon arrival in Camden, both engines were missing their builders' plates, headlights and bell. They still had their Wh "Clarion" whistles. However, at Lindenwold on the 24th, all four whistles were also missing, as was one set of motor bearings carried inside 8. The latter evidently were stolen simply for brass content. It is clear that many items were taken by souvenir hunters along the way.

Any information that will assist in the return of Number 9's builders' plate will be appreciated. This engine will be restored to service by PATCO and will be used indefinitely. It would be only proper if the last B-W continued in service with its own builders' plate.

In converting Number 9 to PATCO 404, a number of things will be necessary. Firstly, the pantograph was removed; this had to be done before 9 could be moved indoors, into PATCO's shop. A complete overhaul, electrical and mechanical will be performed (the electrical is nearly complete as of this date, November 12, 1973), the motor pinion refastened, 3rd rail shoes with proper cabling, sealed beam headlights and tail lights, WABCO trainphone and necessary low voltage power supply for the latter items installed. This will consist of an ex-PCC car motor-generator set, regulator, and battery. The body has been wire brushed, and will be primed, then painted red with silver trim. It is also planned to fit mounting brackets for snow plow blades. This should give PATCO a powerful, easily controlled low and medium speed work train locomotive, suitable for a long and productive life.

CINDERS thanks Bill, a Chapter member, and PATCO's Superintendent of Equipment, for this timely and extremely informative summary of the activities of Number 9 during the past six months. Any information regarding whereabouts of builders' plates, whistles, etc., may be directed to your Chapter President in strictest confidence.
