

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302 PHILADELPHIA, PA. 19101



Cinders

SEPTEMBER, 1975

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Our Meeting:

Will feature a slide report on the 1975 Knoxville Convention, plus an update on the tour of the American Freedom Train. In addition, there will be a very interesting, old film on the "Transportation Crisis" in Philadelphia. Come on out on

Friday evening, September 26, 1975 (PLEASE NOTE THAT OUR MEETING IS ON THE 4TH FRIDAY!!!), and start our new meeting season with us. We will again continue our popular buffet dinners (and at the same price as last year - \$6.00 per person!!). Dinner will be at 6:00 p.m., and our meetings will continue to be held at 7:30 p.m., all at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

ADVANCE RESERVATIONS FOR DINNER ARE ABSOLUTELY NECESSARY!!! Reservations are to be made to Vice-President Tatnall at 828-0706, or drop him a line at P. O. Box 289, Plymouth Meeting, PA 19462. DEADLINE FOR DINNER RESERVATIONS: Monday, September 22.

OUR 1975-76 MEETING SCHEDULE: In order that you may plan ahead, our 1975-76 meeting schedule is listed below. It would be a good idea to mark your calendar now, while you are thinking of it, so you do not schedule conflicting events. We will be varying somewhat from our usual 3rd Friday schedule during this coming season.

October 17 (3rd Friday)
November 21 (3rd Friday)
December 12 (2nd Friday)
January 16 (3rd Friday)
February 20 (3rd Friday)
March 12 (2nd Friday - 40TH ANNIVERSARY WEEKEND)
April 9 (2nd Friday)
May 21 (3rd Friday)
June 18 (3rd Friday)

Our December meeting is scheduled on the 2nd Friday to avoid conflict with the Christmas shopping season. Our March meeting coincides with the 40th Anniversary of the Chapter on March 11. Our April 9 meeting is set to avoid meeting on Good Friday, which is on the 16th of April in 1976.

PHILADELPHIA CHAPTER NEWS (Continued from Page 1)

BUDD PLANT TOUR AND BLACK RIVER & WESTERN OUTING TENTATIVELY SET FOR NOVEMBER 8: Although arrangements are still preliminary, we are tentatively scheduling a tour of the Budd Company's Red Lion Plant on Saturday, November 8, 1975. Also, as a part of that day, we will go to the Black River & Western for a ride on Hugh Jenkins' ex-PRR doodlebug, 4666. A chartered SEPTA motorcoach will provide all transportation for this one-day package, and details will be forthcoming at our meeting or in October CINDERS. This outing is planned in conjunction with the Annual Meeting of the Society at Philadelphia on November 9.

BALTIMORE MUSEUM TRIP SET FOR NOVEMBER 15: The Saturday following the Budd-BR&W outing, we expect to operate our outing to Baltimore to visit the B&O Museum and the Baltimore Streetcar Museum. It is our expectation to travel via AMTRAK if at all possible, and use a BALTIMORE AND ANNAPOLIS RR chartered bus upon arrival at Baltimore. Details should be firmed up by the September meeting. Capacity on this trip will be limited.

RIDE NEEDED TO BETHLEHEM: Ed Bonewicz, 2235 Pratt Street, Philadelphia, PA 19137, wants to go on the October 25 trip from Bethlehem to South Plainfield, NJ, but does not have transportation to Bethlehem. Anyone who can provide transportation, please call Ed at 288-3677.

40TH ANNIVERSARY COMMITTEE FORMING & MEETING COMING UP: Those who wish to assist with the 40th Anniversary, please contact Larry Eastwood at your earliest convenience. There will be a meeting of those interested in assisting sometime in October, so plans may begin for the booklet and whatever activities will be planned on that weekend.

NEW MEMBERS: We welcome the following new members to the Chapter:

GARDNER, Edward F., 22 Garden Avenue, Mountain Top, PA 18707
TOTON, Andrew R., & Karen, 4 Osborne Place, Philadelphia, PA 19128
TYRRELL, Edwin C., Jr., 2965 Kanesh Road, Willow Grove, PA 19090

DINNER TRIP TO LANCASTER SUCCESSFUL: 39 members and friends made their way to Lancaster, PA on Friday, July 18, on our annual dinner trip. National Vice-President Nelson Bowers was present on the front platform of the Silverliners to insure that the train kept good time (which it did), and those attending had a pleasant dinner at the Stockyards Inn. Mr. & Mrs. Hughes, the National BULLETIN publishers, joined the Chapter for dinner as guests of the BULLETIN staff.

EXCURSIONS FLYERS ENCLOSED: Flyers are enclosed covering the New Hope & Ivyland's Open House in October, as well as the Lancaster Chapter's Horseshoe Curve trip that month, too. We have reports from the Lancaster Chapter that already some 500 tickets have been sold for the Horseshoe Curve trip, so if you are planning to go, order your tickets today. The New Hope outing will have the added attraction of the trolley this year, and that sounds like an exciting event, too.

BOOK SALES LIST IN OCTOBER: Don't do your Christmas shopping for railroad books yet----- a bigger, revised book list will be mailed with the October issue of CINDERS, and books will be ordered and hopefully delivered in plenty of time for Christmas. New publishers will be added to the new listing, and you can save money on your purchases of books, while at the same time, assisting your Chapter. Look for the Book List in October.

1975 MEMBERSHIP LIST ENCLOSED: Your new 1975 Chapter membership list is enclosed. The list has grown in size a good bit since last year, and we're pleased to report that only 1 member did not renew his membership from 1974 to 1975.

"ON THE SCENE"



with El Simon

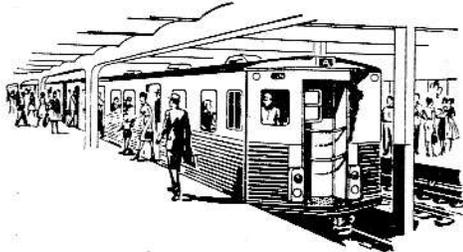
.....BUDD has delivered 36 new cars as of September 1 (28 Amcoaches and 7 Amcafes). Production has been running at about ten cars per month, about half of the final production rate of roughly 23 cars per month. AMTRAK should have all of its initial order of 57 cars by mid-November.....Effective August 18, the new cars went into service on two "sets" of trains (or "Couplets" in PC jargon). The cars which run up on Train 170 return on Train 183, while those which go up on Train 180 return on Train 179. Thus, a set of cars spends alternate nights in Washington and Philadelphia, while a spare set of cars is maintained at Boston in case any northbound train runs too late to make its "turn".....Generally, each train has one Amcafe, but train 179 has two on Sunday evenings. I'm very pleased with these cars - the image of PENNSY's snack bars is hard to shake in people's minds, however. The menu includes one hot breakfast and two for lunch and dinner. Other items have been added, such as ice cream, yogurt, milk shakes, etc. The snack bar is set up in two independent halves, with an attendant in each. A central cash register is new. All food is stored in tubs on racks, which slide out for removal. Some soft drinks are dispensed from a machine under the serving counter, reducing the can litter.....Much as AMTRAK might like to place the new cars into service, they will be severely limited for some time by well-publicized locomotive problems. Until truck "flutter" can be satisfactorily resolved, I doubt you will see any new power in service - electrics or diesels. This limits the number of trains to the three head-end power cars now available (converted coaches now numbered 1297-1299).....

.....For the future, AMTRAK is converting six "Shorty" baggage cars into head-end power cars 1291-1296. These are the single door cars which were originally Army kitchen cars. Beech Grove is doing preliminary work while the power units are being installed by Western Engineering of Itasca, Illinois. Several of these units may be ready by October 30 and perhaps some more trains can receive the new cars.....Also, two head-end power E8's have been assigned to New Haven - 284 and 317. 284 is the third unit to receive Amtrak's new paint scheme and it's the first in the East (The others are Woodcrest-based 344 and 436).....The "parlor" cars which will eventually be provided will apparently be Amcafe cars with one half set up with about 20 parlor seats in a 2 x 1 configuration. Also, other Amcafes intended for longer runs reportedly will have 4 tables on each side of the cafe area with facing seats. The coaches intended for long-haul service will have 52 seats and modular "dressing rooms".....In other AMTRAK news, Napurano cut up over 16 E units in July and August. They had been stored, mostly at Wildwood and Jacksonville.....Eleven "Clocker" coaches, damaged by flooding at Trenton in July, are stored at Philadelphia and will not be repaired. They were to be replaced soon by Amcoaches and PENN CENTRAL hasn't funds to do it themselves.....Schedule changes effective September 15 discontinued several trains in the Corridor, amounting to one New York-Boston, one New York-Washington, and a half round-trip between New York and Philadelphia, plus several weekend trains. Also gone is the weekend Harrisburg-New York train.....The next schedule change is due October 30, and the Boston/New York - Chicago train is to begin that date. Numbers will be 48 and 49. The rumors have the United Aircraft Turbos moving to the Empire Service and the Harrisburg service is to be revised. The Broadway is to skip North Philadelphia and the Washington section will run via 30th Street Station. So much for the Port Road!!!.....The Silver Meteor and Champion have been combined for the off-season, starting September 15, with eight cars to Miami and 10 to St. Petersburg. Slumbercoach service will start October 1 to St. Pete for the winter season.

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"ON THE SCENE", Continued from Page 3

.....Cars continue through AMTRAK's shops; however, a few cars have recently been transferred to storage. Mostly, these have been wreck-damaged cars or coaches too far gone for rehabilitation.....The number of new electric cars for Philadelphia has reached ninety with forty to go. Red MU's continue to decline at a slow rate; probably no more than 140 are left.....READING has written off one motor-trailer set (893 & 773). These are the first cars ever to be retired from the RDG MU fleet. Car 893 is the only motor car involved. This is one of the eight cars ACF built in 1949, but basically to a 1931 design. They were operated in combination with a trailer and were known as "bride and groom" sets. I believe these cars are the most powerful MU's ever built. The trailers earmarked for early disposition are: 797, 795, 794, 784, 781. 794 was seen as recently as August 29 on a West Trenton train.....When you hear of problems concerning equipment breakdowns, consider this record. On August 29, I watched BURLINGTON NORTHERN's Chicago commuter service and they used every one of their 118 gallery cars. Quite a performance.....Parlor car service has resumed to Springfield. A parlor-club car operates on trains 141-161 and 174-142. No further use of Amcoaches is planned for the September 15 schedule change.....Several SDP40F units have been modified to clear PENN CENTRAL third rail at Harmon, NY. Presumably, they'll be assigned to the new Chicago train when it starts October 29.....There is still one black AMTRAK unit in Chicago - the former PENN CENTRAL 316. Sometimes it is paired with the 344 (in the latest wide-stripe paint scheme), which makes for an interesting contrast. Many units on Empire or New Haven Line trains are still in PC black; however, they will be the first to be replaced by new units on order.....The only AMTRAK trains regularly using three units are the Southwest Limited (3 SDP40F's), and the Broadway Limited (2 SDP40F's and B units 471-472 from time to time).....JERSEY ARROW #134 has been renumbered #507.



"In Transit"

by E. Alfred Seibel

.....MASSACHUSETTS BAY TRANSPORTATION AUTHORITY has requested proposals for design and construction of 120 rapid transit cars - 70 for the T's Blue Line and 50 for the Orange Line. Also, the T is asking alternate proposals for 220 cars - 70 for the Blue Line and 150 for the Orange Line. The added cost of the alternate will be compared with the estimated cost of rehabilitating the existing 100-car Orange Line fleet.....NEW YORK's 63-year old Grand Central Terminal is to have its interior completely cleaned, plus the removal of the "honky-tonk" stands, signs, and hoping to attract the type shops the Terminal has prior to the arrival of the former NEW YORK CENTRAL president, A. E. Perlman.....READING Silverliner IV #9024, victim of that Roelofs grade crossing accident, has been resting at Wayne Junction. It will have the two coils of steel removed from its shattered interior, and the 9024 will be sent to the shops at Reading, PA for rebuilding.....NEW YORK's MTA was awarded \$30.9 million by UMTA to help cover losses sustained by the NYCTA and the M&BStOA. Still, it is expected the 35¢ fare will jump to 50¢ to help in cutting the losses.

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"IN TRANSIT", Continued from Page 4

.....In NEW YORK, June 24 saw the initial run of the first air-conditioned subway cars on the Flushing line. The event capped 20 years of research by the Transit Authority into the once insoluble problem of air-conditioning subway cars small enough to fit the tunnels of the 70-year-old IRT. Two 10-car trains retrofitted with the new air-conditioning units were placed into regular service, one on the Lexington Avenue line between Brooklyn and the Bronx, via Manhattan, and the other on Number 7 line, between Times Square and Flushing, Queens. The cost of air-conditioning the 20 IRT cars was \$700,000. Further retrofitting of IRT cars is estimated to cost \$35,000 per car. Attempts to air-condition IRT cars began in 1955 when a single car was fitted with four overhead 1.5 ton units. In 1956, 10 new cars were delivered already air-conditioned. Experience with these cars proved unsatisfactory, particularly humidity control, and the cars were de-air-conditioned in 1962. In the meantime, successful air-conditioning was being experienced on the IND-BMT cars, which are larger and can be more readily fitted with air-conditioning systems than the smaller IRT cars. The car numbers were as follows: Flushing line air-conditioned equipment: 9396-97, 9422-23, 9440-41, 9710-11, and 9760-61. Brooklyn-Bronx line air-conditioned equipment: 9086-87, 9118-19, 9186-87, 9256-57, and 9282-83.....July 14 saw the first train of the Pullman-built R46, air-conditioned subway cars go into service on the IND-BMT division's F line, which operates between Queens and Brooklyn, via Manhattan. Because these cars are considerably quieter than their predecessors, special warnings were posted in advance to employees whose jobs take them on the tracks. To the casual observer, the R46 looks like the R44. However, the body structure of these cars meet AAR strength standards - a subway first. The exteriors of the R46 are of stainless steel, with interiors finished in warm colors and simulated wood grain panels (a throw-back to the wooden E1 car days). The seats are vandal-resistant formed fibreglass in a bucket style with a large number of stanchions and hand-rails provided for standees.NEW YORK and CONNECTICUT have started a \$4.5 million program to upgrade power substations on the PC-NH line. The heart of the project is the complete conversion of the 25-cycle electrical current now used to the 60-cycle system, which has been standard in this country for many years. The NEW HAVEN-built 1907 Cos Cob coal-burning power plant will be closed. Completion of the project is scheduled for 1976.....JERSEY ARROW's 105 and 123, deadheading into the East River Tunnel from Sunnyside Yard, ran into the rear of deadhead equipment of a GG1-hauled Bay Head train, killing the engineer in #105. JERSEY ARROW #109, which was seen last year in the carbody rear shop at Wilmington, was again spotted on the Princeton Branch, now carrying the number 509. The patches at the pantograph end are readily visible. And, at Edgemoor Yard, Wilmington, DE, yard crew with locomotives 9954-9929 in attempting to couple on to two brand new GE diesels, built for AMTRAK (#700-701). The locomotives failed to make the coupling, causing the two GE's to drift down into the ladder track, side-swiping two box cars, and causing \$2,600 in equipment damage.....In TORONTO, The Urban Transportation Development Corporation (UTDC) unveiled a mock-up of the Canadian LRV at Toronto's Canadian National Exhibition. The car is single ended, and with the Peter Witt door arrangement. The first CLRV is scheduled to come off the production line in 1977, and will be tested in Toronto and that year will see the arrival of the first of 200 production vehicles. TORONTO's future rail transit plans include a rapid transit line along Eglinton Avenue, stretching for 17.3 miles and costing \$400 million; a high-speed CLRV link connecting the planned eastern subway terminal at Kennedy Road and Eglinton to the Scarborough Town Centre, the Malvern community and North Pickering; a U-shaped, \$120 million, 14.8 mile surface rail transit system linking Don Mills, Union Station and Eglinton and Weston Road along existing rail rights-of-way; and a major expansion of GO Transit capacity along the lakeshore line. With a PCC sand car making its appearance in Boston last year, the TORONTO TRANSPORTATION COMMISSION has two PCC rail grinders, Nos. W-30 and W-31, former passenger cars 4631 and 4668.

Odds & Ends....

BY FRANK G. TATNALL, JR.

.....After a lapse of several weeks, test runs with GENERAL ELECTRIC's E60 electric locomotive Number 950 were resumed September 4 out of Philadelphia. A few days later, #965--equipped with the auxiliary power source needed for the Amcoach fleet--made its first test run. Most of the testing is being carried on at night in the vicinity of Aberdeen, MD. Although PENN CENTRAL has okayed the big units for 80 MPH operation(Their trucks are now equipped with special snubbing devices to reduce lateral motion), the Federal Railroad Administration is still not convinced they are safe. Consequently, revenue operation may still be sometime off...The two E60's made their first test run in MU operation on September 8, the same day that AMTRAK E8A #284 arrived at Philadelphia for tests. This ex-PC unit has been rebuilt with an auxiliary power plant for Amcoach operation and is painted in passenger-car motif with red, white and blue strip around the nose ala the E60's.....The first of GE's new P30CH diesel units for AMTRAK, #'s 700 and 701, arrived at Wilmington on August 19. Also dressed in the E60 paint scheme, the P30's have reportedly developed some bugs and have not yet entered the Boston-New Haven service for which they are initially intended.....Meanwhile, test runs continued out of Harrisburg with ELECTRO-MOTIVE's GM6C freight electric #1975. The huge, 6,000 HP unit, painted white and equipped with power and control systems by ASEA of Sweden, was reported doing very well in the tests and was scheduled to enter revenue freight service on the PC about September 15.....Three AMTRAK E units, including #214 and ex-RF&P and UP units in their old paint, were seen moving through Philadelphia August 20 on a PC freight bound for a scrapyard in Newark, NJ.....All PENNSYLVANIA-READING SEASHORE LINES passenger service is expected to end on November 1, 1975 because of a New Jersey budget squeeze that may also result in some curtailments in commuter service on PC, EL, and CNJ. Public hearings on the PRSL cut were to be held in Camden and Atlantic City in mid-September.....The first of SEPTA's order for 70 Silverliner IV's are expected to arrive from GE in October. Consisting entirely of married pairs, the entire order is earmarked for the READING COMPANY, but reports have it that some may go to PC to replace the final cars of the previous order which are to be diverted to the READING.The Urban Mass Transportation Administration has granted Philadelphia an additional \$25 million--on top of an earlier award of \$30 million--to help build the long-promised high-speed rail line to International Airport. UMTA also has put up \$25 million for pre-construction work on the 1.8 mile center city tunnel which will link PC's Suburban Station with Reading Terminal. Both projects are being funded on an 80% Federal and 20% local basis.....Potomac Chapter's Rail News reports that PENNSYLVANIA POWER AND LIGHT COMPANY may purchase the famed MARYLAND AND PENNSYLVANIA RAILROAD, which serves the big nuclear generating station at Peach Bottom, PA. The 35-mile Ma & Pa operates between York, PA and Whiteford, MD, with a spur to Peach Bottom.....According to the local press, SEPTA has expressed its willingness to cooperate in reversing the direction of the Route 23 loop in Chestnut Hill. Groups in the area have been pressing for such a change because of the alleged traffic congestion, and now claim that Senator Hugh Scott's office will assist in securing the \$225,000 which the project is estimated to cost.....Route 23 is presently being bussed because of the street and sewer work in North Philadelphia.Ex-PENNSYLVANIA RAILROAD 4-4-0 #1223 will be back in operation at STRASBURG RAILROAD sometime in October, after being out of service for heavy repairs since early 1974.Wilmington Chapter, NRHS reports that a group of its members have purchased the former GM&O Pacific which has been stored in Phoenixville since the Valley Forge Scenic Railroad folded several years ago.....The Federal Railroad Administration has announced a \$25 million emergency program for the Northeast Corridor between Washington and New York. The program will provide for major repair work on 300 miles of track, replacement of 50 miles of track, and 100 worn switches, plus installation of 100,000 new ties over the next

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"ODDS AND ENDS", Continued from Page 6

two years. The repairs will permit maximum train speeds of 105 MPH.....In a recent interview with U. S. News & World Report, AMTRAK President Paul Reistrup revealed that he is considering a daylight coach train via the Broadway Limited route between New York-Philadelphia and Chicago. New Amcoach equipment, of course, would be used..... Don't forget NEW HOPE CHAPTER, NRHS's Open House on the NEW HOPE & IVYLAND on Saturday and Sunday, October 18 and 19. A weekend pass good for all trips costs \$20 for adults, \$10 for kids.....ex-FLORIDA EAST COAST Pacific #148, which underwent heavy repairs at New Hope, made several revenue runs on the NH&I before departing for Bethlehem under its own steam on August 9. The engine is now back at the MORRISTOWN & ERIE, Whippany, NJ. Reportedly, it will be used for a week of steam passenger excursions on the ERIE LACKAWANNA between Ridgewood and Waldwick, NJ, the week of September 21.....LEHIGH VALLEY CHAPTER, NRHS, has planned a Reading-Bethlehem-Philadelphia triangle trip with READING's FP7A's on Sunday, October 5, although no further information has been forthcoming.....LANCASTER CHAPTER, NRHS, will operate an excursion over the PENN CENTRAL between Lancaster and Altoona on Saturday, October 18. Over 500 tickets have been sold as of this writing.....During the big Trenton (NJ) flood on July 21, PENN CENTRAL ran a "Levittown com muter turn" out of Philadelphia with 12 P70 coaches and a GG1 on each end (#'s 916 and 4848 were used).....BOEING-VERTOL's Light Rail Vehicle returned to Eddystone on a PENN CENTRAL flat car August 15 after completion of tests on BOSTON's MBTA.....METROLINER telephone service will end October 31 because the U.S. Government wants the radio channels freed for White House use.....PENN CENTRAL's Overbrook station is receiving a Bicentennial red-white-blue paint job.....Ex-NEW HAVEN "Washboard" electric MU's 4469 and 4480 visited Philadelphia on August 10 for clearance tests at 30th Street and Suburban Station. AMTRAK is reportedly considering purchase of several such cars for Philadelphia-Harrisburg service.....PATCO is presently equipping the STATE-OF-THE-ART cars for nine months of revenue service on the Lindenwood Line, most likely starting during September.....DELAWARE RIVER PORT AUTHORITY directors have voted to ultimately extend PATCO to Moorestown and Glassboro, NJ, and possibly into West Philadelphia, although the immediate extensions will be to shorter destinations.....At 2:45 AM, September 3, a northbound BALTIMORE & OHIO freight train entered the tunnel near Park Junction, Philadelphia. The engineer was horrified to see a "body" lying between the rails but after the 127-car train had passed the spot, the "deceased" could not be found. Shortly after, police arrested a drunk wandering along the tracks who admitted going to sleep in the tunnel, waking only as the train passed over him. The sobered offender was issued a summons for trespassing.

WANTED: Photos of Philadelphia Chapter activities between 1936 and 1966;
also need roster of Chapter presidents through the 40 years of existence;
Need also volunteers to assist in preparation of commemorative booklet.
If you wish to be a Committee Member, please see your President at the
September Chapter meeting, or call by phone. We need your assistance, please.

(The following article is reprinted from the September 1 issue of AMTRAK NEWS, and gives full details for further improvements in Amtrak service through the Amclub cars.)

First-Class Service To Be Featured In New Amclub Cars

Amid exclamations of surprise and pleasure from the public over the display of the new Amfleet, were some voices asking "But where are the parlor cars? Isn't Amtrak going to have any more first-class service?"

"Yes, Virginia, there will be first-class accommodations," answered Bob Bengtsson, director of the design group. Perhaps as early as this fall, Amtrak will unveil an entirely new kind of parlor car.

The "Amclub" car, as it will be called, will be one end of an Amcafe car. The parlor car end of the dual-purpose Amcafe will be clearly labeled "Amclub." The first-class club section will be separated from the food service and coach area. The parlor car attendant will have access to the food service area to serve his passengers at their seats.

The main difference between the Amclub car and a Metroclub car is that the Amclub will have two and one seating; that is, one seat on one side of the aisle and two extra-wide seats on the other side.

The seats themselves are designed to give the passenger more for his extra first-class fare. They have softer seat fabrics than regular Amcoach seats, thicker seat cushions, extra wide armrests and a deeper recline position. They are also wider than the coach seat.

The Amclubs were designed to give more leg room than the Metroclub and each will have a capacity of 18 passengers.

Colors chosen for the first 15 Amclubs are brown, blue and black tweed for the carpet, and a plush, deep red for the seats. However, Bengtsson is considering an experiment with three different color schemes to test passenger reaction before specifications are released on the next order of seats. The carpet color will be the same in all three, but

the seats would be red, or purple, or deep blue.

"After we put the first 15 Amclub cars into service," said Bengtsson, "and we see what kind of demand we have for first-class service, consideration might be given to converting an entire car into the club car seating arrangement." The full club car would be used in conjunction with a cafe-club so that the full club could take advantage of the Amcafe food service. Car attendants would serve both club sections.

This is just the beginning of club car design for Amtrak. Lessons learned from the Amclub experience will be incorporated into the design for the "Turboclub" cars being built by Rohr Industries. Bengtsson antici-

pates that the Turboclub will be similar to the Amclub, but seats may be a little narrower because of the narrower car frame.

Will people want to pay the higher price for Amclub service, and why? What market are we aiming for? Al Michaud, vice president of marketing said, "In the Northeast Corridor there is an historical club car clientele dating back to the New Haven railroad's eminent success with their all parlor car 'Merchants Limited.' The high occupancy rate on the Metroclub shows there is still a demand for it. We want to offer a full spectrum of services to corridor passengers. We should be like a fully stocked store where a customer may shop for either economy or luxury."

PARLOR SEATING (18)

SHACK BAR

COACH

