Cinders

July-August, 1980

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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

Fellow Chapter Member:

It is our annual custom to publish a mid-summer issue of Cinders, to keep you up to date on the latest rail transportation developments in the Delaware Valley. This year, the leisurely pace which we normally follow with the July-August issue gives way to the normal headaches of tight deadlines as we attempt to get this issue in your hands before the annual NRHS Convention in Toronto July 23-27. We hope to see as many of you as possible in Toronto.

Looking ahead, don't forget our annual Dinner Trip to Southampton, PA on Friday evening, August 15. Flyers were mailed to members, together with a folder on the China excursion earlier in July. Don't forget to make your reservations.

On page 8 of this issue, you will find announcement of the availability of the PRSL book published by Crusader Press and authored by Frederick A. Kramer through our Publication Sales program. We urge you to order your copy of the PRSL book through the Chapter, thus providing added financial help to the Chapter.

Program Chairman Sam James has informed me that our September program will feature a program on rail transportation in Cuba at our September 19 meeting. It is also expected that SEPTA General Manager David L. Gunn will be our guest at the October 17 meeting. Mark these dates on your calendar now.

Your next issue of Cinders will come your way about September 12. Deadline for items for the September issue will be Friday, September 5.

Have a safe, enjoyable summer.

R. L. EASTWOOD, JR.,
President

Conrail Freight Schedules Updated

Philadelphia Division freight train schedules which have appeared in previous issues of Cinders should be changed as follows:

CAPI schedule changed - Lv. Camden 2015, Lv Frankford Junction 2130, Lv 52nd Street 2315, Pass Thorndale 0045 daily.
ENCR schedule changed - Ps Thorndale 1750, Lv Earnest 2015, Lv Morrisville 2200, Ps Millham 2225 daily.
ENOI - withdrawn
PFPI - withdrawn
PILM - Correct symbol is PIML. No change in schedule.
PYAB schedule changed - Lv Wilmington 2345, Ps Zoo 0115, Ar Belmont 0130, Lv Belmont 0145, Ar Abrams 0315 daily.
PYAL schedule changed - Ps Wilmington 0215, Ps Zoo 0345, Ar Belmont 0400, Lv Belmont 0415, Lv Abrams 0630, Ps Pottstown 0730 daily.
PYCR - withdrawn
PYSE-A schedule changed - Ps Wilmington 0845, Ps Zoo 1100, Ar Belmont 1115, Lv Belmont 1215, Ps Nicetown 1235, Ps West Trenton 1340 daily.
PYSE-B schedule changed - Ps Wilmington 2245, Ps Zoo 0100, Ar Belmont 0115, Lv Belmont 0215, Ps Nicetown 0235, Ps West Trenton 0340 daily.
TV-24 established daily from Potomac Yard to Kearny - Ps Wilmington 0130, Ps Zoo 0255, Lv Trenton (crew change) 0415 daily.
TV-44 - withdrawn.

EL SIMON ON THE SCENE

Amtrak has announced that 501 cars are currently planned for conversion to Head-End Power. This includes 123 cars for the *Broadway Limited* and *Lake Shore Limited*, 158 for the *Crescent* and *Silver Star*, the 73 former Santa Fe hi-levels and 135 cars done initially for Amfleet trains (100 baggage, 4 baggage-dorms and 31 sleepers). This leaves an additional 12 cars, as yet unidentified (they may mean the ex-C&NW gallery cars, but these were already HEP).

Lists of cars totalling 752 have been published, and Amtrak has stated that 911 cars "could be" converted. A lot depends on future traffic levels, funding for new cars, budgetary constraints, etc. The program as of July 1 included the full *Lake Shore Limited*, which is completed. All of the *Broadway Limited* cars are complete except the six lounge cars (3106-3111) which are being rebuilt from former Santa Fe lunch-counter diners. There also have been 20 cars completed to date for the *Crescent*: eight baggage, 10 coaches, a diner and a sleeper. The coaches were the ex-Santa Fe cars like those on the *Broadway Limited*.

Speaking of the *Broadway Limited*, the train is running a full 18 cars for the summer, including eight coaches. To provide an additional meal and lounge facility, an Amclub has been added to the New York portion. Power is still two F40PH's, and they do not usually get a helper over the Alleghenies. The other "new" Eastern train, the *Lake Shore Limited*, is diagrammed for 16 cars, but extra coaches or sleepers have raised this to 18 cars from time to time, also with two F40's.

The Superliner-equipped *Empire Builder* is running as many as four Superliner coaches, a Superliner combine and a transition car. These accommodate 421 passengers, or the equivalent of nine old dome or leg-rest coaches.

Deliveries of Superliners stood at 123 by June 25, including six combines, 102 coaches, six sleepers and nine diners. The carbuilder, Pullman-Standard, is suing Amtrak, claiming that no written contract exists for the last 35 cars (25 lounges, four diners and six combines). This will undoubtedly wind up in the courts, and I expect Pullman-Standard is trying to press its case for more money. A prototype lounge has been built and is being tested, by the way.

Nine Budd SPV-2000's are in service (990-998) out of New Haven, with three to go (988-989 and 999). All Amtrak units operate between New Haven and Springfield and most of the vintage Budd RDC's have been released.

Topeka has released nine rebuilt "transition" cars to run with the Superliners. The five newest cars are 39904, 39907, 39908, 39919 and 39930. All had been at Topeka at least seven months, but at least Topeka is now turning out rebuilt cars.

The *San Francisco Zephyr* is scheduled to receive Superliners in September, but if cars become available, one or more sets may be converted sooner. The same is true of the *Crescent*, which is scheduled to receive rebuilt HEP cars in September, but may see some HEP cars sooner.

New menus took effect in May on Amtrak's full-service diners. All trains have the same breakfast menu. Prices are up a little, but selection has remained at the old level. Lunch and dinner menus, as before, have some common items, plus some regional specialties.

Superliners are due to enter service on the *Desert Wind* July 1, with an Amdinette still, and a sleeper from August 3.

Conventional trains out West this summer are running long consists, but the cars are suffering from the illnesses of old age and I assume you'll hear some "horror stories" of air-conditioning failures, etc. But, this will be the last year for such cars in their present form. Next summer, most cars will be replaced by Superliners or existing cars rebuilt with HEP capabilities.

In commuter and transit items, we note that it has been 14 years since PRSL last operated locomotive-hauled trains to Ocean City, Wildwood and Cape May. That last season, 1966, found all trains running to Philadelphia, as PATCO construction was under way. One train to Wildwood with connections for Cape May and Ocean City ran week days, with a second train Fridays to Sundays. There was a third train Friday evening, with the engine and cars deadheading back with the stock of the second train. The cars ran to Philadelphia, but the engine cut off at Winslow or Jersey for movement to Pavonia. On Sundays, the first train from Wildwood deadheaded back from 30th Street to form the third train. Power was Baldwin 1600-hp road-switchers with 1200-hp switchers on the branches.

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ON THE SCENE *(Continued from Page 2)*

PRSL had 72 steel coaches inherited from the West Jersey and Seashore. In 1949-50, 40 were rebuilt as cars like Pennsy's P70FBR types, with high-back seats, new trucks and electro-mechanical air-conditioning. These were the final active PRSL coaches.

Boston's MBTA has three trains still using the former New Haven "Shoreliner" coaches. Two are rush-hour trains between Providence and Boston, with seven and five cars each. Since the only cars in service are those rebuilt with MU jumpers, a steam-generator-equipped F10 is placed at each end. The third train runs down to Providence in the morning and back in the afternoon, with E8 #4261 and two cars. In a pinch, steam-generator RDC #6303 would be used with an HEP F10. The longest train out of North Station is now the 5:00 PM to Concord, NH, with eight of the new Pullman-Standard coaches.

On Boston's Green Line, with track work in progress on two routes, LRV's are running on the Riverside line and PCC's on the Beacon Street line.

SEPTA's first four PCC's to be rebuilt are now in Courtland Shop, and 2100, in fact, came out in June. The next three cars are the 2096, 2101 and 2124.

Long Island's longest MU trains are 10 cars, except for a few 12-car trains. All trains over eight cars are limited to Penn Station, as Brooklyn can only handle eight cars. All 11 LIRR parlors are used on Fridays during the summer. The five trains from Jamaica to Montauk leave Jamaica at 3:43 PM (two cars), 4:34 (five cars), 4:50 (one car) 6:13 (two cars) and 7:10 (one car). The 4:58 PM Greenport train includes the only active older car, Asharoken, an ex-Lackawanna tavern-observation, which goes out properly pointed on the rear of the train.

Although P70's are no longer used on first-class railroads, they are still used on the Adirondack Railroad and Golden Arrow Line (which has run steam fantrips on the TP&W).

Due to late-breaking news and other passenger train developments, we present this "second section" of El Simon's ON THE SCENE column. *--The Staff*

Amtrak has announced schedule changes to take effect August 3. First, some intermediate timings will be changed on Corridor trains as track work requires. No new trains, however.

The *Adirondack* becomes an Amfleet train and will be combined with the *Niagara Rainbow* between New York and Albany. As a result, the northbound train will run 45 minutes earlier, and the southbound train will run 2 hours, 10 minutes later, affording a longer stay in Montreal. The *Rainbow* itself will now leave New York at 8:45 AM daily, and as a result, a new "business" Turbo will leave at 7:30 AM weekdays for Albany. The last train of the day will be revised from daily to Friday-Sunday only. Eastbound, new Train #78 leaves Albany at 3:45 PM daily (replacing the old *Adirondack* time, and the last train down, at 7:10 PM from Albany, reverts from daily to Sundays only.

Elsewhere, trains 352-353, the *Saint Clair*, will be extended from Detroit to Toledo to connect with the *Lake Shore Limited*. The eastbound train is just over two hours earlier, and the westbound is 90 minutes later. Chicago-St. Louis train #303 will leave Chicago at 2:30 PM, while the *Inter-American* replaces the *State House* on the 5:20 PM run (this train now leaves Chicago at 11:00 AM, so it will run 6 hours, 20 minutes later south of St. Louis).

The new Peoria trains, #311-312, begin August 3. They'll arrive at Chicago at 9:55 AM and depart at 6:00 PM. The Indianapolis train won't start until October 3, ending just about one year of isolation for Indianapolis and also bringing down the curtain on Amtrak's weekly "shop extras" to Beech Grove.

Another new 403b service will see two Portland-Eugene round trips added. New stops will be added at East Milwaukie and Woodburn. The morning train from Eugene will run through to Seattle (and, on football Sundays, as specified in the timetable, it'll be 50 minutes earlier). One extra set of cars will be needed, presumably freed up by Superliners on the *Desert Wind* (which converted July 1).

From July 7, one set of the *San Francisco Zephyr* was converted to Superliner equipment. Coaches include a transition car, two baggage coaches and three standard Superliner coaches, with a total seating capacity of 428, as compared to 318 on a typical conventional consist. Two SuperSleepers are used, exactly equalling the capacity of the three conventional cars. An Amdinette is carried up forward to serve as a lounge car for the time being.

Two more Amtrak E9's have bitten the dust, and now only 11 "steam" units survive. The 414 and 434 are used as "control cars", really, on the two Valparaiso locals. On the *Crescent* are E9's 417, 420, 422, 425, 430, E8 441 and E9B's 472, 473 and 475. For the record, all surviving machines are ex-UP or ex-Milwaukee Road except the 441, which was rebuilt from an L&N E8. The five HEP units are all active out of New Haven (one often heads up the *Montrealer* on heavy days when the single assigned F40 would be insufficient). These units were rebuilt from ex-Pennsylvania E8's, and can be identified by the lifting lugs above the pilot. As a matter of information, Amtrak 419, ex-UP 914, was the last E unit built, in January, 1964.

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ON THE SCENE *(Continued from Page 3)*

The consist of Amtrak train #225, involved in the accident on July 9 near Linden, NJ with an Amtrak rail train, was Jersey Arrows 593-592, 588-589, and 561-560. The 593 was the car struck by the "buffer" rail, which was on the 32nd car of the 35-car train, headed by GG1's 4934 and 4921, coach/cabin 14500 and 34 cars. One passenger was killed and 19 were injured, some critically.

The delivery schedule for the Connecticut-owned SPV-2000's, which has been completed, was as follows: May: 992-998 (7 cars); June: 989-991, 999 (4); and July: 988 (1).

Mechtron Industries' first refurbished car to be completed under its new contract for Amtrak was diner #8024, released in June.

There are still only two active Amtrak FL9's: 488 and 491. Four others (485, 486, 487 and 489) are still in the rebuilding process at Morrison-Knudsen's plant in Boise, ID.

Amtrak's EMD SDP40F's continue to soldier on. This summer, they may be found on the *Southwest Limited*, *Coast Starlight* (south of Portland), the *San Francisco Zephyr* (west of Denver), the *Sunset* and the Florida trains. The rebuilding program at New Haven continues — 611, 615 and 624 were noted recently in the shops.

The next two PRSL RDC's to be rebuilt are the M408 and M411, now at Reading Shop. As rebuilt, they'll become 5185 and 5188. Former CNJ cars 552 and 558 are active in South Jersey, while 555 and 561 are awaiting disposition and the 560 could be restored to service.

The last two of 11 "green" ex-Reading MU cars are now in Reading shop. The balance are back in service in "SEPTA-ized" Reading green scheme. The eleven cars are 802, 809-10, 812, 813, 815, 820, 821, 825, 829 and 834, and most are assigned to the "Pennsy" side.

MBTA in Boston, with a few schedule adjustments, was able to replace one of its three remaining trains of former New Haven Shoreliner cars. Now, only the third train from Providence (and the first back) are old cars, while the two-car train down to Providence in the morning (and back at night) remains as well.

Odds & Ends.... BY F. G. TATNALL, JR.

DOG DAYS OF SUMMER: Whether or not SEPTA will finally get its $35 million fare increase was still undecided in mid-July, two weeks after the higher fares were scheduled to go into effect. On June 25 the SEPTA board voted 7-3 to increase the base transit fare from 50¢ to 65¢ (instead of the 70¢ originally proposed), and hike commuter rail fares by 30 percent, effective July 1. Philadelphia's two newly-appointed board members, Judith Harris and George Beetle, as well as Dennis Rochford of Delaware County, voted against the proposal. Then, on June 30 riders got an unexpected reprieve when a Common Pleas Court judge ruled that the increase was illegal because the negative votes of Philadelphia's representatives actually constituted a veto of the proposal under the State law which created SEPTA. The ruling was in response to a suit filed by a group of consumer organizations led by the Consumer Education & Protective Association (CEPA). Of course, SEPTA immediately appealed the decision to Commonwealth Court, which by a 2-1 vote on July 8 upheld the lower court ruling but said that the SEPTA board could override the veto by a three-fourths majority at a special meeting to be convened on July 11. CEPA, however, quickly appealed that decision to the State Supreme Court, which late on July 10 ruled that CEPA was correct in its contention that such a vote may take place only at regular board meetings. The next regular meeting is now scheduled for July 23, at which time it is expected that the board will indeed produce the eight votes needed to enact the higher fares — especially in view of Mayor Green's recently-announced support for the 65¢ proposal. Thus the chaos and uncertainty which has long characterized SEPTA's financial affairs continues unabated.

HARRISBURG TO THE RESCUE? As a result of all this, SEPTA claims to be losing an additional $125,000 in revenues for each day that the new fares are not in effect, adding to the projected $35 million operating deficit which the fare increase was designed to cover. (SEPTA last month adopted a somewhat trimmed-down operating budget of $350 million for fiscal year 1981, which began July 1, thus reducing the anticipated deficit from $42 million to $35 million.) But there's a strong indication that SEPTA's annual funding trauma may be partially ended by a new law which Governor Thornburgh signed on July 10. The law gives SEPTA and other public transit authorities the biggest financial boost in their history by increasing State subsidies from the present $113 million a year to $234 million a year over the next five years, about two-thirds of which would to to SEPTA. This year about $94 million in state aid is earmarked for SEPTA from both the general state fund and from lottery revenues, an increase of $18 million over last year. (State aid makes up almost one-half of SEPTA's deficit after farebox revenue is figured in.) The new law also provides for restructuring of the 11-member SEPTA board and increasing the powers of its general manager.

MEANWHILE, OUT ON THE STREETS: On June 24 SEPTA unveiled the first of 50 all-electric PCC cars which will be completely rebuilt and rewired at Courtland shop at a cost of $110,000 each. Thirty-two-year-old #2100 appeared in the current "bus" paint scheme of red, grey and blue. When the program is completed in 1985, SEPTA hopes to have 148 rebuilt PCC's to complement the 112 new Kawasaki cars now being built for the City Transit Division, giving SEPTA the 260 cars it says it needs to operate the City system efficiently. General Manager

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ODDS AND ENDS *(Continued from Page 4)*

David Gunn points out, however, that a trolley rebuild costs almost as much as a new bus for about the same service life, and that SEPTA may decide next year the ultimate fate of its non-subway-surface car lines..... Peter Witt car #8534 has been moved from Luzerne to Woodland depot for storage.....PCC #2054 is still in the silver paint applied in 1978 and can generally be found on Route 23-Germantown Avenue.....Over the last weekend in June 11th Street between Market and Arch was relocated a few yards to the west, in order to make way for construction of the new 11th Street commuter rail station. Route 23's northbound tracks were also relocated, in preparation for a resumption of rail service south of Erie Avenue.....All of the 60 new Advanced Design buses delivered in recent weeks have been assigned to Callowhill depot, and may be found in center city on Routes 42, D and the Mid-City Loop. A total of 298 of the sleek-looking buses had been ordered by SEPTA for delivery this year.....Only about half of the 110 new AM General trackless trolleys have arrived, with further deliveries held up due to mechanical and electrical problems.....As part of the transit bill recently enacted in Harrisburg (see above), SEPTA will receive $5.2 million in emergency maintenance funds — principally for repair of Broad Street subway cars. The State has also awarded a $719,000 grant for rehabilitating 50 Market-Frankford cars and $372,000 to rebuild the Frankford garage. The State funds represent one-sixth of the total cost of these projects, with the Federal government providing much of the balance.....Philadelphia District Attorney Edward Rendell is supporting a bill to be introduced in the State Legislature which proposes mandatory sentences of at least five years for persons convicted of committing major felonies on public transit lines.

AMTRAK NOTES: AMTRAK's third Swedish-design AEM7 electric locomotive, #902, arrived at Wilmington the week of June 15, but as of July 10 it was not yet in service. Meanwhile, #901 has been operating Metroliner schedules 108-119 on weekends, 100-111-122 Monday-Wednesday-Friday and 101-112-123 on Tuesday and Thursday, with an excellent record of availability.....Congress is still kicking around the question of AMTRAK's funding for the fiscal year beginning October 1, after a House Committee voted in June to trim capital expenditures from the authorized $244 million to $183 million. What effect this would have on Amtrak's new car program is not known at this time.....PennDOT says that the new cross-state *Pennsylvanian* is successful, having carried 5,069 passengers during its first month of operation beginning April 27. The Amfleet train, #46 and 47, is operating under a 20-percent state funding formula.....AMTRAK has not yet filled its chairman's position, which has been vacant since Harry T. Edwards resigned in February to accept a Federal judgeship.....A $4.5-million renovation project is under way at 30th Street Station, but the bigger news is that Amtrak is considering various proposals to develop air rights above the track area north of the station. At least four developers are interested in constructing high-rise office buildings or a hotel adjacent to the station, which Amtrak estimates will be used by 64,000 passengers a day by 1990 (versus 37,000 today).....The High-Speed Intercity Rail Passenger Compact was signed into law June 23 by Governor Thornburgh. It authorizes a study of the feasibility of running 150-mph passenger trains between Philadelphia, Pittsburgh and points in the Midwest (Harrisburg Rail Review)..... .....PennDOT has appointed William H. Polk as manager of intercity rail passenger services.....AMTRAK trains had a 73.3 percent on-time record during March, 1980 — a better performance than U. S. domestic airlines.

COMMUTER RAILS: SEPTA issued a timetable effective July 7 showing commuter service to and from the new Ivy Ridge station on the Manayunk line. Only trouble is, the station won't be opened until September, so the publication is now a collector's item.....Work is still progressing on the new station at Ambler, and the abandoned freight station at Fort Washington was knocked down on June 24 to make way for an expanded parking lot.....That strange-looking flatcar parked along the Bethlehem branch near Oreland is an experimental three-unit piggyback flat car built by Budd Company, specially designed for low-clearance lines in the Northeast.....Fred Ellis, longtime assistant superintendent at Reading Terminal, retired last month. He has been replaced by Joseph E. Heilman, formerly passenger trainmaster and, like Ellis, a man with long experience on the ex-Reading commuter lines.....An AMTRAK-Department of Transportation study released last month estimates that up to two million passengers a year could be attracted to a high-speed rail line between Philadelphia and Atlantic City. DOT estimated that $33 to $46 million would be required to upgrade the line for 79-mph traffic, with 12 trains per day in each direction.....Meanwhile, Tri-State Chapter reports that New Jersey DOT may end its subsidy for South Jersey RDC service later this year, due to the high cost ($3 million annually) and low ridership (200 passengers a day). The Port Authority, however, is considering a study to determine the feasibility of building a $114-million, six-mile extension of the PATCO high-speed line from Lindenwold to Berlin along the former PRSL right-of-way.

MISCELLANY: Dushore Car Company, a custom trolley restoration firm at Topton, PA, is working on the conversion of Broad Street line car T-17 into a line car for SEPTA's subway-surface tunnels. The wood-bodied car, to be renumbered D-39 and, of course, regauged, is scheduled for delivery this fall. In addition, Dushore has just rebuilt a 1904 meter-gauge English trolley for the Detroit Citizens Railway. The single-truck, double-deck car is #14.....In early July Conrail had over 800 of its 4000-plus locomotive fleet in storage, due to the current downturn in business. An additional 250 units are set aside for retirement. All leased units, including Morrison-Knudsen #5001 (see last month's Cinders) have been returned.....SEPTA has decided to retain Mohrsville, PA, near Reading, as a station stop on the Pottsville line.....DELAWARE & HUDSON has announced that it plans to take over operation about August 1 of CONRAIL's former Lackawanna line between Scranton, PA and Binghamton, NY. Operations would end at the same time over D&H's own "Pennsylvania Division" between Carbondale and Lanesboro, PA.....U. S. Railway Association has begun a major study of the future of CONRAIL which it plans to submit to Congress by the end of the year. USRA has already approved the spending of $3.1 billion of the $3.3 billion in Federal funds currently authorized for Conrail, and the rest of the money is expected to run out by the end of this year.....On July 1 CONRAIL submitted a revised five-year business plan to USRA, which is expected to show that the railroad will need an additional $329 million in Federal funds during Fiscal Year 1981, over and above the $3.3 billion already invested in Conrail.....CONRAIL's new book of operating rules went into effect April 27, 1980.

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ODDS AND ENDS (Continued from Page 5)

MORE MISCELLANY: CONRAIL and SANTA FE have won the 1980 Golden Freight Car awards from Modern Railroads magazine, Conrail for its innovative program to secure backhaul traffic loads for western ownership box cars, and AT&SF for its efforts to encourage the return of fresh fruits and vegetables to piggyback service..... .....CONRAIL has sold 15 older EMD GP40 diesel locomotives to Precision National Corp. (#3035-3049). Also, retired Alco RS32's #2031 and 2035 have been sold to the MARYLAND & DELAWARE, and GP9 #7316 and RS11 #7601 to locomotive dealer George Silcott.....SOUTHERN PACIFIC GE U33C #8755 was spotted June 13 as the second unit of a westbound Conrail train of empty grain hoppers on the Philadelphia high line.....American President Lines last month inaugurated a new run-through container train from Los Angeles to North Jersey via SANTA FE-CONRAIL. The once-weekly train, which operates via Allentown, is unusual in that it contains the first flatcars to be provided by a steamship line (they are red with APLX marks and a large "Linertrain" on the sides)..... The Senate has approved a $24.8 billion mass transit aid bill which also tightens up the requirements for foreign bidders on car orders. The amendment is aimed at helping Budd Company, the last passenger car builder in the U.S. It was introduced by Senator John Heinz of Pennsylvania.....Budd has started delivery on an order for 55 bilevel commuter cars for Chicago's Regional Transportation Authority. Eighteen of the cars will go to C&NW lines, ten to MILWAUKEE ROAD, nine to BN, three to ICG, four to N&W and the balance to former ROCK ISLAND routes.....Watch for a new series of ads in national magazines placed by the National Railroad Foundation, a group of rail supply firms. The first ad showed a steam-powered train pictured above a modern UNION PACIFIC diesel.....A Federal Court has decided to allow sale of the bankrupt NEW YORK, SUSQUEHANNA & WESTERN, a North Jersey shortline, to Delaware Otsego Corp. for $5 million. DO operates five other railroads, including the LACKAWAXEN & STOURBRIDGE in Northeast Pennsylvania.....The October, 1979 auction of Attorney George Pins' railroadiana collection brought in over $40,000 for 300 lots (High Green).....The City of Wildwood became the owner of an unfinished railroad motel complex at a tax sale last fall. The collection includes 11 ex-New York Central MU cars, four ex-PRR baggage cars and the former PRSL passenger station. The project had been started by Paul Doyle, a Philadelphia school teacher (West Jersey Chapter).

SEPTA Lists 42 MU Cars Out of Service

A June 25 accident damaged seven of eight empty Silverliner IV MU cars as they were being switched in Wayne Junction yard. This occurrence raised the number of electric passenger cars out of service on SEPTA's commuter lines to 42. Of the total fleet of 406 MU's maintained by Conrail, the following cars were listed as unavailable for service as of July 7, 1980:

CAR NUMBER	TYPE	NOTES	CAR NUMBER	TYPE	NOTES
103	Silverliner IV	1,7	411	MP54	4
125	"	4	412	"	4
126	"	4	415	"	4
152	"	2,8	417	"	4
161	"	1,8	418	"	5
169	"	4	419	"	5
170	"	4	422	"	5
177	"	4	424	"	5
178	"	4	425	"	5
184	"	4,7	429	"	4
212	Silverliner II	4	430	"	5
221	Silverliner III	2	432	"	4
226	"	3	434	"	5
265	Silverliner II	2	435	"	4
268	"	1	436	"	5
304	Silverliner IV	2	438	"	5
305	"	3	439	"	5
356	"	6	445	"	4
357	"	3	454	"	4
409	MP54	5	456	"	4
410	"	5	9134	Blueliner	4

NOTES:
1 - At Reading shops for repairs
2 - At Mechtron Corp. for repairs
3 - At General Electric for repairs
4 - Stored unserviceable
5 - Set aside for retirement
6 - Stored serviceable (no mate available)
7 - Mates 104 and 183 coupled in married pair, in service
8 - Mates 151 and 162 coupled in married pair, in service

GETTYSBURG RAILROAD PURCHASES DIESEL

The Gettysburg Railroad roster in May Cinders should be amended to show this additional diesel unit:

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
70	B-B	RS-36	D-Elec	Alco	1962	Norfolk & Western 2870

(Courtesy Jersey Central Chapter, NRHS)

MODERN RAILROADS REPORTS ON SEPTA, SHAKER TROLLEY PROGRAMS

The following articles appeared in the June, 1980 issue of Modern Railroads:

RETURN TO RAIL

In Philadelphia, the Southeastern Pennsylvania Transportation Authority (SEPTA) has been critically short of streetcars. Several years ago, a disastrous car barn fire destroyed around 80 cars. As a result, SEPTA was forced to substitute buses for railcars on two of its 12 streetcar routes.

Route 56, one of the two converted lines, is again returning to rail service. Sufficient cars are available from two other routes which have had to be cut back temporarily because of city construction work.

To return all 12 routes to rail service, SEPTA has ordered 112 single-ended light rail vehicles(LRV's) from Nissho-Iwai American (Kawasaki), a Japanese firm. In addition, SEPTA is buying 29 double-ended LRV's, also from the same firm. These 29 will be used on the Red Arrow Division's Media and Sharon Hill routes.

A total of 260 LRV's are needed for full service on the city's 12 routes. To make up the deficiency between the 112 new LRV's and the 260, SEPTA will rebuild 148 of its best PCC cars, those with standee windows, originally built in 1947-48. Every working part of each car will be rebuilt. The entire electrical wiring and control system will be replaced. Seats will be removed, and the interiors refitted. Obviously, SEPTA is going far beyond any mere face-lifting operation.

So far SEPTA has made no provision for replacing the Red Arrow's high-speed "Bullet" cars on the Norristown Line. This is essentially an interurban line that is operated as a high-speed, light-rail rapid transit system. The remarkable "Bullets," now 50 years old, are showing their age. Recently one of them was involved in a serious incident: a 600-volt electrical cable inside the car smoldered and burst into flames.

On the City Transit Division, still another car shortage has developed. This shortage, on the Broad Street subway route, was not unexpected, since the cars are "elderly". Here, 16 six-car trains (96 cars plus spares) are required for full service to the riders. Currently, SEPTA can keep only 13 five-car trains running.

Under a City of Philadelphia contract awarded to Nissho-Iwai American, the low bidder, SEPTA will acquire 125 new rapid transit cars for Broad Street. The Budd Company, which also bid, challenged unsuccessfully the award in court under the "Buy American" clause and on other technicalities.

MASSIVE REBUILDING

Over the next 18 months, Cleveland's Regional Transit Authority will spend $100 million in the reconstruction of the Shaker Division. This is a light-rail operation currently using PCC cars; however, Breda, an Italian car builder, holds a contract for the construction of 48 LRV's. Final assembly of these will take place in Cleveland during the late months of this year and early 1981. The new cars will start rolling on-line late this year.

Reconstruction of the physical property of the Green Line (Shaker Boulevard) began in mid-April. RTA is laying new continuous welded rail from East 55th Street to the eastern terminals of the two lines at Green and Warrenville Center roads. New ballast, ties, overhead power supply and poles will be installed. RTA is also building two new power substations. These will triple the system's present power capacity.

Stations below street level will be rebuilt with new passenger shelters, stairways and platforms. Ground-level stations will have new shelters and platforms. RTA will repave the parking lots and rebuild retaining walls, preserving their original appearance.

During reconstruction, rail service from the Union Terminal in downtown Cleveland to Shaker Square will continue as near normally as possible. However, beyond Shaker Square, bus service will be substituted during reconstruction — on the Green Line from April to August and on the Blue Line (Van Aken Boulevard) from August until completion.

These capital programs are financed 80 percent through UMTA grants. The remaining 20 percent is funded half by RTA with local matching funds (sales tax dollars) and half by grants from the State of Ohio.

NEW HOPE STEAM RAILWAY IS REVIVED

Steam excursion trains are running again on the New Hope & Ivyland Railroad, ten months after the shutdown of previous steam operations. Trains began running on July 4 and will continue through October. Departures from New Hope station are at 1, 2, 3, and 4:30 PM, Saturdays, Sundays and Holidays, to Lahaska, PA and return.

Lahaska is four miles from New Hope, compared with the former seven-mile trip to Buckingham Valley, the former terminus of steam operations. Long-idle 2-8-0 #40 (Baldwin, 1925) is heading the train southbound, while newly-acquired Baldwin VO660 diesel #11 (ex-Warner Company) hauls the train in the reverse direction from Lahaska.

The operation is staffed by personnel of the newly-reorganized New Hope Steam Railway, a non-profit group.

AUGUST 15, 1980: Annual Philadelphia Chapter dinner trip to DiSalvio's Hampton House, Southampton, PA. Dinner served at 6:30 PM. Reservations at $11.50 per person (including tax and gratuity) should be made with: William C. Wagner, 271 Norfolk Road, Warminster, PA 18974. Connecting SEPTA/Conrail train leaves Reading Terminal at 5:29 PM, returning 8:43 PM.

AUGUST 23: "Inflation Fighters' Special" on Black River & Western Railroad, using ex-Pennsy doodlebug #4666. Leave Ringoes, NJ 11 AM, return 5 PM. Fare: $10 with limit of 50 persons. Order tickets from: Hawk Mountain Chapter, NRHS, P. O. Box 372, Allentown, PA 18105.

SEPTEMBER 13-14: Tentative dates for first revenue runs with rebuilt Chesapeake & Ohio 4-8-4 #614, via Chessie System from Baltimore, MD to Harpers Ferry, WV and return. Details available at August 15 Chapter dinner.

SEPTEMBER 26: Lehigh Valley Chapter, NRHS presents its annual Railroadiana and Model Railroad Show and Sale, 10 AM to 4 PM at Dieruff Senior High School, Irving Street, Allentown, PA. Admissions are $1.75 per person, or $3.00 per whole family. Tables, by reservation only, $6.00 in advance. For further information, write: Paul A. Kuehner, P. O. Box 300, Laury's Station, PA 18059, or call 215-799-2530.

OCTOBER 10-30: Rail tour of Peoples Republic of China, sponsored by Philadelphia Chapter, NRHS. Brochure has been mailed to all members. Reservations and information from: Philadelphia NRHS International Tours, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

PENNSYLVANIA-READING SEASHORE LINES BOOK AVAILABLE THROUGH CHAPTER SALES

Frederick A. Kramer's Pennsylvania-Reading Seashore Lines, published by our good friends at Crusader Press, is available to members through the Chapter Sales program for $13.95 per copy, postpaid, Pa. Sales Tax included. This 108-page softbound book features seven color photos and includes complete pictorial coverage on the PRSL, including Pennsy and Reading steam, doodlebugs and electric MU's, diesels, RDC's, stations, ferries, trolleys, maps, diesel roster and timetables.

You may reserve your copy today by sending remittance in the amount of $13.95, payable to Philadelphia Chapter, NRHS, to P. O. Box 41, Huntingdon Valley, PA 19006. Please specify whether you wish the book mailed, or delivered to the August 15 dinner trip, or held for the September 19 meeting. Order your copy today!

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