



CINDERS



February 1981

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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Our Meeting:

The February, 1981 meeting of Philadelphia Chapter, NRHS will feature our Annual Slide Contest, rules for which are shown at the bottom of this page. The meeting will be held on Friday evening, February 20, 1981, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

All members and guests are encouraged to have dinner in the Engineers' Club dining room (BY ADVANCE RESERVATION, PLEASE) beginning at 6 PM. The sit-down meal is \$7.50 per person, and reservations MUST BE MADE ON OR BEFORE TUESDAY, FEBRUARY 17, 1981 to Vice-President Tatnall at 215-828-0706, or to P. O. Box 289, Plymouth Meeting, PA 19462. The program portion of our meeting begins at 7:30 PM in the Conference Room, and registration for the slide contest begins at 7 PM. The Officers' Meeting will be in the TV Lounge at 7 PM.

Come out, share your rail photography efforts with your fellow members, and compete in the 1981 Slide Contest of Philadelphia Chapter, NRHS. See you and a rail friend on Friday, February 20, 1981!

1981 Slide Contest

Rules

1. No entry form is necessary for the 1981 Slide Contest. Slides, however, must be registered in person at the February 20 meeting, beginning at 7 PM. Registration closes at 7:30 PM, and no entries will be accepted after that hour. THE SLIDE CONTEST IS OPEN TO PHILADELPHIA CHAPTER, NRHS MEMBERS ONLY.

2. There are SIX categories in this year's contest. Categories (a) through (e) must contain only subject matter taken SINCE March 1, 1968, and Category (f) will include ONLY subject matter taken BEFORE March 1, 1968.

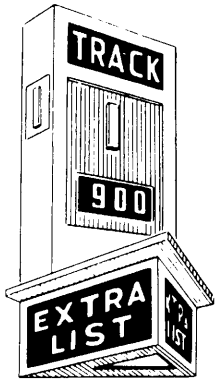
- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment)
- (c) Mainline electric (including multiple-unit equipment)
- (d) Trolleys/rapid transit/interurbans
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations and other fixed facilities, buses, trackless trolleys, railfans, etc.)
- (f) Oldies, but goodies (any subject prior to March 1, 1968)

3. In case of uncertainty, the contest manager will decide which category is appropriate.

4. Each contestant may exhibit a maximum of 4 slides in each category, or a total of 24 in the contest. The slides must have been taken personally by the contestant, may be in color or black and white, and subject matter may be from anywhere in the world.

5. Contestant's name MUST be on the slide, or it will be disqualified. Contestant's presentation MUST be in the order noted above, and on the entry form completed at registration. After the initial screening, contestant will select ONE SLIDE in each category which he considers BEST in the category. He will give that slide to the projectionist to be shown in the final judging. Thus, a maximum of six (6) slides will be permitted in the final judging.

6. Film prizes will be awarded on the basis of first, second and third place in each category. The panel of five (5) judges, none of whom may be a contestant, will be chosen at the beginning of the meeting. The decision of these judges is final, and they reserve the right to not award prizes in any category which they feel is not well represented.



FEBRUARY 14-15, 1981: 16th Annual Winter Spectacular at East Broad Top Railroad, Orbisonia (Rockhill Furnace), PA, sponsored by Railways to Yesterday. Narrow-gauge steam locomotives 12, 15 and 17 are expected to be in operation, as well as gas-electric car M-1 and a variety of closed and open trolley cars, snow sweepers and work cars. Friday night movies and a railroadiana auction will be added attractions. Triple-headed steam train is scheduled to operate at 1:25 and 3:10 PM on Saturday, and there will be a variety of other runs powered by one or two steam engines or the M-1. Full weekend passes \$40, Saturday only \$31, Sunday only \$23 (children under 12 half price). Order tickets from: J. C. Gerhard, 4 Verna Drive, West Lawn, PA 19609, making checks payable to: RTY Winter Spectacular. Inclement weather dates are February 21-22.

FEBRUARY 21-22: Greenberg's Great Train Show at Philadelphia Civic Center, 34th Street below Spruce, from 11 AM to 5 PM both days. Philadelphia Chapter will be represented at this exhibition/sale of model trains and railroadiana. Admission: \$2.50 per day, \$4.00 for both days. Children free when accompanied by an adult.

FEBRUARY 21-22, FEBRUARY 28-MARCH 1, MARCH 7-8, 14-15: Family Lines Safety Express steam trips using Chessie 4-8-4 #614 on a series of Florida excursions. Weekend trips include Tampa-Dunellon, Miami-West Palm Beach, Orlando-Tampa, Orlando-Palatka and Jacksonville-Savannah (GA), plus one-way ferry runs. Fares vary by trip. Sponsored by Tampa Bay and Miami Chapters, NRHS. Information may be obtained from: Tampa Bay NRHS, P. O. Box 4034, Clearwater, FL 33516.

MARCH 1: Allentown Spring Thaw Train Meet at Allentown Fairgrounds Agricultural Hall, Allentown, PA, 9 AM to 3 PM, sponsored by Allentown Train Meet Associates, 1240 Walnut Street, Allentown, PA 18102. Admission by pre-registration \$2.00 (closes February 20), \$2.50 at door. Tables available for \$7.50 each.

MARCH 28-29: The Skyline Limited, Alexandria to Front Royal, VA and return each day via Southern Railway, using two FP7 diesel locomotives, sponsored by Washington, DC and Potomac Chapters, NRHS, and Chesapeake Division, RRE. Dome first-class service available. Coach fare: \$25 adults, \$22 children; First-Class service: \$50. Order from: Skyline Limited, P. O. Box 456, Laurel, MD 20810.

MARCH 29: Train Bazaar '81, show/sale of model trains and railroadiana at Mother Seton High School, Clark, NJ (Garden State Parkway Exit 135), sponsored by Jersey Central Chapter, NRHS, P. O. Box 700, Clark, NJ 07066. Hours 10 AM to 3 PM. Admission: \$2 adults, children under 12 free, maximum \$5 per family. All 130 display tables have been sold out.

APRIL 3: International Right of Way Association will hold its April meeting at the Franklin Plaza Hotel, 16th & Vine Sts., Philadelphia. Guest speakers will be David L. Gunn, General Manager, SEPTA, and Alan S. Boyd, President, AMTRAK. Morning and afternoon sessions, plus luncheon (choice of meat or seafood entree), \$12.00 per person. Reservations must be made, accompanied by payment, by Tuesday, March 31, 1981, to: Mr. Joseph L. Keeley, CONRAIL, 1528 Walnut Street, Room 901, Philadelphia, PA 19102. Telephone 215-893-6361.

APRIL 4: Anthracite Railroads Historical Society membership meeting at George Washington Motor Lodge, 1350 MacArthur Boulevard, Whitehall, PA, off Route 22 north of Allentown. Registration begins 9:30 AM. Photo displays, slide contest, banquet and film lecture on Lackawanna Railroad by Thomas Taber. Registration fee: \$18. Address: ARHS Convention, c/o Peter Urbaitis, 842 Woodlawn Drive, Lansdale, PA 19446.

APRIL 11-MAY 2: Steam railway tour of South Africa and Zimbabwe, sponsored by Philadelphia Chapter, NRHS. Approximate cost: \$2925 per person, including all transportation and lodging. Reservations and information available from: Philadelphia NRHS Steam Safari, c/o Glen Roc Travel, 194 Scotch Rd., Trenton, NJ 08628.

APRIL 26-28: East Penn Traction Club model trolley meet at Fiesta Motor Lodge, Willow Grove, PA, at Pennsylvania Turnpike Exit 27. Admission: \$7 at door. Information from: Carl Hulbert, Registrar, 307 Hill Avenue, Langhorne, PA 19047 (telephone 215-757-8826).

MAY 31: "Blue Comet" rail excursion from Newark to Earle, NJ and return, including ride behind Baldwin diesels over private U.S. Navy railroad between Earle and Leonardo, NJ and inspection of locomotive facilities at Earle naval installation. For further information, send stamped, self-addressed envelope to sponsor: Jersey Central Chapter, NRHS, P. O. Box 700, Clark, NJ 07066.

JUNE 6: Tentative date for Amtrak "Farewell to GGI's" excursion between Harrisburg and Philadelphia, using two of these famed electric locomotives prior to their retirement. Sponsored by Philadelphia and Lancaster Chapters, NRHS. Further details will be made available as soon as possible.

JULY 26: Special 50th Anniversary train covering all of original Reading electrified lines, sponsored by Philadelphia Chapter, NRHS. This train, using 1931 "green" MU cars, if available, will mark a half century of electrified operation on Reading's suburban Philadelphia lines. Details forthcoming in Cinders and through direct mailing to all members.

FOR SALE: Timetables and other railroadiana for sale. For listing, send self-addressed, stamped envelope to G. Gerrish Williams, 20 Mifflin Street, Mount Holly, NJ 08060.



The Superliner tide overtook the *Coast Starlight* between January 15 and January 29, leaving only the *Sunset Limited* for another three to four weeks. Assuming that the February Superliner delivery arrives on schedule, Trains 1 and 2 will receive Superliners between February 20 and 27. As a Superliner train, the *Sunset* will consist of three coaches (one a baggage-coach), a diner and a sleeper. Not until more transition cars arrive will a baggage car operate, and diner crews have space in the sleeper. The *Coast Starlight* has a transition car, two baggage-coaches, three coaches, a diner and a sleeper.

Reports indicate that the 83 remaining Superliners will be delivered by June 1, excepting the last 20 sleepers. Certainly, the lounge cars and additional sleepers will be most welcome. In order to provide sleeper service equal to that provided with conventional cars, a second car each will be required on the *Sunset Limited* and *Southwest Limited*, but this will have to wait at least another two months, based on current deliveries.

Amtrak has also announced that the *Pioneer* will receive Superliners, probably by the April schedule change. With the change will come a through Chicago-Seattle Superliner coach. Both the *Desert Wind* and *Pioneer* are supposed to receive Superliner diners to replace the interim Amdinettes.

Topeka turned out four rebuilt cars in January, including 39953, one of two cars which has been at Topeka since the Lawrence, KS wreck in early October, 1979.

The *Silver Meteor* is next on the list for conversion to "Heritage" cars, and, by the time you read this column, the first of three sets should be re-equipped with the newly-refurbished cars.

In motive power, Amtrak operated its LRC locomotives and cars in revenue service to Washington on January 10. AEM-7 #911 pulled locomotives 38 and 39, clubs 40 and 45 and coaches 41-43, 46 and 49 - a total of seven cars, on the schedule of Train #183. The equipment was enroute to Family Days in Florida, and caused a stir down our way. (In addition, Amtrak had Superliners present at the Florida event).

Twenty-two EMD SDP40F's are known to have been rebuilt at New Haven shops. Units 611, 615, 617-618, 622-23, 626-31, 633-34, 636, 638-40, 644-45, 648 and 649 have been completed. After another 30 units are traded in on this year's F40 order, the above units plus 632, 635, 637, 641-43 and 646, none of which have been overhauled, will form the bulk of the surviving SDP's. Five of the original 500-539 group plus three 620-series units in storage complete the 37 SDP's not committed as trade-ins.

FL9 #489 remains in Boise, ID, and will be the next unit from Morrison-Knudsen. The six units Amtrak will keep are the 485-489 and 491. Although three rebuilt FL9's have HEP capability, normal practice calls for a power-baggage car to run between Grand Central and Albany.

Los Angeles has a large group of conventional cars which will be placed in storage over the next few weeks as directed by Amtrak's weekly shop meeting. Those cars to be stored in the east usually move on the rear of the *Sunset Limited* to New Orleans and thence via the *Panama Limited* or *Crescent*. The idea is to get as many cars out while the *Sunset* itself is still a conventional train, to avoid the need for a transition car when Superliners go into service.

Schedule changes effective February 1 in our area were, as forecasted, relatively minor. But, this should not detract from a most newsworthy speedup of two New York-Washington round trips by up to 36 minutes! Trains 181, 183, 187, 180 and 184 are assigned AEM-7's and will make the run in as little as three hours and 34 minutes, with the normal number of stops. At last, Amtrak passengers will start to receive a payback on the enormous rehabilitation program in the Corridor. In addition, the *Pennsylvanian* is now ten minutes faster between Philadelphia and Harrisburg and now makes a connection with the *Montrealer* out of New York (previously, no weekend connection out of New York was specified).

The East Bay Rotary Club special operated January 19 back from Reno to Oakland with three SDP40F's, a lounge, three diners and at least 11 coaches. This annual operation is usually a dress rehearsal for the *Reno Fun Train*, which will close out "steam" operation at the end of March. For the final 1981 season, Oakland has been assigned lounges 3311, 3334, big dome lounge 9363, dome coaches 9457, 9478, 9479 and 9485, and eleven 54- and 56-seat coaches. The domes are the last to operate in Amtrak service.

Also out west, with the availability of surplus SDP40F's at Los Angeles, the *Sunset Limited* has been using three units, especially welcome when moving extra cars to storage.

(Continued on Page 4)

ON THE SCENE *(Continued from Page 3)*

In other areas, AutoTrain has leased Amtrak E8's 417, 420, 430, 433 and possibly 425 and 434.

In 1980, new rapid transit cars were delivered to MARTA (Atlanta), MBTA (Boston) and PATCO. Ironically, none came from American builders, as Franco-Belge, Hawker-Siddeley and Canadian Vickers built the three orders, respectively. Additional Boston and Atlanta cars are due in 1981 to complete these orders.

For 1981, Budd has rapid transit orders for Baltimore (72 cars), RTA-Chicago (300 cars) and Dade County Metro [Miami](136 cars), while Kawasaki will build 125 cars for SEPTA and Breda 94 cars for Washington (some of these orders will spill over into 1982).

Commuter cars built in 1980 included the last few MBTA cars from Pullman Standard, plus 55 Budd gallery cars for Chicago's RTA. Orders for 1981 and later delivery include 36 MU's from Sumitomo for the South Shore Line and 117 push-pull cars for NJ Transit.

Light rail enjoyed some growth in 1980 as DüWag of Germany delivered cars to Calgary, Edmonton and San Diego, while Boeing built cars for San Francisco. Hawker-Siddeley was building cars for Toronto, Kawasaki delivered the two prototype SEPTA cars, and Breda delivered the prototype Cleveland units last year, as well. The Cleveland, San Diego, Toronto and SEPTA orders will continue into 1981-82 production, and in addition, Buffalo has 33 cars on order from Tokyu Car Company.

The year 1981 should bring orders for 130 MU's for the Long Island and Brewster electrifications out of New York City, and an order for 300 IRT subway cars to replace the R12, R14 and R15 class cars built in 1948-1950.

The six coaches leased by Amtrak to New York's MTA are assigned to a Brewster train, and I noted five in service on January 28. An unexpected sight was Long Island Rail Road lounge Asharoken, subbing for the 4421. Oldest MU in service out of Grand Central is the 1037, in club car service on the Hudson Line. Although five 4400-series ex-New Haven MU cars are back in use on the Hudson line, they did not see service this particular morning (they are strictly d. c. cars, without pantographs).

In Philadelphia, at least 20 SEPTA PCC's received "mini-rehabs" which are in the old green and cream livery without a red belt. The 18 air-electrics are 2537, 2570, 2571, 2582, 2592, 2593, 2607, 2610, 2612, 2636, 2637, 2639, 2640, 2647, 2658, 2662, 2669 and 2676, and the two all-electrics are 2743 and 2790. All except 2582 have a cream belt and all but 2607 and 2669 are at Luzerne (these two are at Woodland).

All-electrics receiving "general overhauls", all at Luzerne, are 2096, 2100, 2101, 2103, 2113, 2124 and 2715, all Westinghouse cars to date, and usually found on Route 56. Earlier green and cream cars believed to still be in service with the red belt are: 2067, 2086, 2634, 2647, 2676, 2776, 2778, 2784 and 2797 at Luzerne, and 2050, 2066, 2673, 2766, 2785, 2792 and 2796 at Woodland. Incidentally, SEPTA 2537 received a mini-rehab after being repainted orange in January, 1977.



PCC: THE CAR THAT FOUGHT BACK, by Fred W. Schneider, III and Stephen P. Carlson. Published by Interurbans, P. O. Box 6444, Glendale, CA 91205. 256 pp., 406 photographs, \$29.95

During the 1930's I found myself in a state of despair with the abandonment of dozens of fine traction properties each and every month. Wasn't there anything that would stop this abandonment trend which, in my mind, threatened even the great systems in Chicago and similar large cities?

Even though there had been a few successes in introducing a more modern streetcar on some properties, it was not until 1936 that the first large order for a new state-of-the-art modern streetcar was placed. The Brooklyn & Queens Transit Corp. had ordered 100 PCC (Presidents Conference Committee) cars for service on the Smith-Coney Island line, and these would be the forerunners of almost 5,000 PCC cars built for the U. S. and Canada (and of 15,000 cars for use in foreign countries).

This, at last, was the answer to my prayers, for I was to see, enjoy and ride these beautiful, modern and quiet streetcars in almost every large city in the U.S.

Authors Schneider and Carlson have skillfully blended technical detail and history, with lavish photographic coverage, to produce a complete study of this fine car, from its formative stage to the present PCC picture. All of the tentative efforts to produce a truly modern standard streetcar are thoroughly covered, and one must certainly question the wisdom of present policy of light rail vehicle procurement from several worldwide sources, when it may turn out that the PCC was the better and more durable vehicle after all.

(Reviewed by Albert D. Kerr in Empire State Express (Buffalo Chapter, NRHS))

EDITOR'S NOTE: Philadelphia Chapter will secure a supply of this fine book for sale to Chapter members at the reduced price of \$25.00, tax included. It should be noted that Co-Author Fred Schneider is a member of Lancaster Chapter and has long been associated with publications of the Electric Railroaders' Association.

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

SEPTA is gearing up for a strike on March 15. At this point a shutdown of the City Transit Division appears certain, given the hard-line positions taken both by SEPTA's new management and by the recently-elected leadership of Local 234 of the Transport Workers Union. In addition to wage demands, the existing no-layoff clause is a major bone of contention, SEPTA insisting that it be eliminated and the union vowing to keep it. As in most of these biennial contract disputes, a factfinder has been named to investigate the issues, but both sides are free to ignore his recommendations.....Commuter Rail Division is drawing up a detailed battle plan to handle the thousands of extra riders generated by a transit strike. Already it has arranged to lease 20 steam coaches and two GG1 locomotives from AMTRAK, which will be assigned to rush-hour trains 505 and 507 from Trenton, returning as afternoon extras from 30th Street. Also look for the Reading push-pull train to be revived. More details next issue.

Those four Orange Line transit cars from Boston will probably begin testing in the Broad Street Subway by May. They will be trucked from Boston sometime in April—or as soon as the strike is over.....The first six of 125 new Broad Street cars are due here in July. The balance of the order will be assembled at Boeing Ver-



tol's Eddystone plant, where 139 new trolleys for SEPTA will also be put together. Kawasaki Industries of Japan holds the contract for both jobs.....SEPTA's Elmwood Transportation Center at Elmwood and Island Avenues is taking shape and should be in service this fall. Steelwork is up for the maintenance shop and storage tracks are being installed, ready to receive the new Kawasaki trolleys. The Elmwood loop has been removed as part of the project, so that all Route 36 cars must now travel down Island Avenue to the 80th & Eastwick loop.....Bullet car #209 caught fire near Wynnewood Road in Havertown January 31 when it struck a bicycle left on the track, but damage was not severe.....Expect Bullet #208 to emerge from Victory Avenue shop in the next few months after major repairs. It will be the first Red Arrow Division car in the new red-white-blue "bus" paint scheme. The famed Bullets will celebrate their 50th anniversary this year. They entered service on the old Philadelphia & Western November 15, 1931.

The "graffiti capital of the world," otherwise known as the 11th Street subway station, will be repainted this spring at a cost of \$110,000. SEPTA Chairman David Girard-diCarlo, who came up with that description, said last month that the station is in such bad shape that "it scares people to go down into it." Eleventh Street is the only Market-Frankford station in center city that hasn't been renovated in recent years, but it will be rebuilt as part of the commuter tunnel project.....SEPTA says its costs are rising so fast that fares may have to go up another ten percent in Fiscal Year 1981, which begins July 1. Already facing a deficit of at least \$10 million this year for which no funds are available, SEPTA has begun pushing for a one-percent regional sales tax to be earmarked for mass transit in the five-county area. Adding to the problem is the Reagan Administration's apparent intention to phase out Federal operating subsidies for the nation's mass transit systems while emphasizing funds for capital programs. SEPTA this year will receive about \$48 million in operating grants from Washington.....The unusually cold weather in January caused plenty of delays on SEPTA rail and bus routes. The lowest temperature was reached on January 13 when the mercury dropped to zero in the city, breaking previous records for the third day in a row.

SEPTA's \$16 million project to rebuild 148 PCC cars got a shot in the arm last month when Uncle Sam came through with another \$3.7 million grant. All but \$3 million has now been funded.....SEPTA is seeking bids for 80 to 150 new buses.....A total of 125 rebuilt buses and 28 rebuilt trolleys are expected on the street by the end of this year.....Have you noticed that SEPTA is keeping its 298 new RTS-2 buses wondrously graffiti-free? Not so on its trolley fleet, unfortunately.....The new Hughes Park substation on Red Arrow's Norristown line should be in service soon, relieving the burden on the Villanova and Beechwood substations.....Brian W. Clymer, a 33-year-old Swarthmore accountant, has been named to the SEPTA board by the Delaware Valley Council, replacing John W. MacMurray who resigned last month.

Twenty-four daily commuter trains will be eliminated effective March 1 from and to Wilmington. The SEPTA board voted last month to make the cuts, in spite of a plea from Delaware Governor duPont to hold off until his state's legislature can consider an increase in funding. SEPTA expects to save \$1 million a year by reducing the service.....Next, the board will decide whether to discontinue all SEPTA trains from and to Reading, Pottsville and Bethlehem, saving another \$2.5 million annually. Much opposition developed at the hearings held last month but there was no indication that the four counties outside of SEPTA's service area will offer any financial support. However, the Railroad Task Force for the Northeast Region has filed a formal complaint with the State Public Utility Commission, asking the PUC to halt the train-offs. There has long been a question as to whether the PUC has jurisdiction over SEPTA service outside of the five-county region.....Thirty-one NRHS members rode the train from Philadelphia and Norristown to Pottsville on Saturday, January 24, with 21 of them staying over for a fine lunch at the Necho Allen Hotel. Train 1003 from Reading Terminal consisted of RDC-1's #9154 and 9155, while Reading-Pottsville shuttle train 1053 was represented by single car #9152.

The center city rail tunnel will cost \$320 million before it is opened for service in early 1984, according to Project Coordinator George Schaeffer. The 1.8-mile project is currently on schedule but a recent increase in cost estimates has created a \$2 million gap between those costs and the funding available from Federal, state and city governments. Begun in June 1978, the rail tunnel is the biggest public works project in Philadelphia's history. Physical completion is set for November 1983 but two months of crew training will be needed before trains actually start carrying passengers through the tunnel.....One side effect is the closing of the Ridge Avenue subway spur for a year on February 14, so the Vine Street station can be demolished to make room for the new tunnel beneath it. SEPTA will begin running buses between Broad & Girard and 8th & Market on February 16.


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ODDS AND ENDS (Continued from Page 5)

Some decline in ridership has already been noted since the January 1 commuter fare increase. Car pools are springing up in a number of locations.....CONRAIL's new chairman, L. Stanley Crane, said at a press conference on January 14 that he would like to see the railroad relieved of the responsibility for providing passenger service. He said that Conrail loses between \$50 and \$100 million a year in running passenger trains, in spite of a Federal law which guarantees it against such losses.....Railway Age, in its January 12 issue, carried a major article entitled "Commuter Crisis in the Northeast." The magazine stated that several commuter authorities are dissatisfied with CONRAIL's performance but are apprehensive about hiring AMTRAK to do the work. "The problems we've got with Conrail, we've got in spades with Amtrak," says SEPTA General Manager David Gunn. Conrail now runs 1,820 commuter trains daily under contracts with five public authorities, carrying about 448,000 passengers each day.

Airport High-Speed Line construction continues to progress—slowly. Item: one highway entrance to International Airport was closed on January 6 to make way for trackwork. Item: near 60th & Elmwood a large sign declares that a bridge will be built across the AMTRAK mainline at "BRILL" interlocking. Completion of the entire project is now expected in early 1983.....The wooden frame station at New Britain, on the Doylestown branch, burned to the ground on January 24.....Construction of new platforms continues at Neshaminy Falls and Ambler.One set of ten MP54 "red" cars will be shifted from the Wilmington line to the Media line, effective March 1. Media trains 716/747 will henceforth be operated with 10 MP54's, and Wilmington trains 908/937 will continue to plug along with eight reds.....Governor Thornburgh has cancelled plans to spend \$1 million in state funds to renovate the Bristol, Levittown and Croydon commuter stations on AMTRAK's mainline.....More than 1.8 million square feet of office space was leased in center city last year, surpassing the previous all-time high of 1.4 million in 1979, according to a report in the Inquirer. Office building occupancy rates stood at 93.1 percent.....Philadelphia Chapter is preparing to move ex-Reading MU coach #800 to the State Museum at Strasburg. The car has been donated by SEPTA.

Several significant rail anniversaries occur this year in our area: January 25 - 50th anniversary of Lackawanna Railroad electrification; April 1 - CONRAIL's fifth birthday; May 1 - AMTRAK's tenth; July 26 - 50th year of Reading electrification; November 15 - Start of P&W Bullet car service 50 years ago.

AMTRAK will remove its last GGI's from revenue service by May 1981, according to the latest word from Washington. Even now the G's are hard to find, appearing only on clocker trains 202/219 five days a week, running irregularly on the Silver Meteor and Silver Star, and hauling an occasional work train or dead E60.....
 Several museums are interested in acquiring GGI's for display, including the Smithsonian, the B&O Museum, National Museum of Transport and a Western New York group..... A commemorative GGI excursion is being planned for June 6 by Philadelphia and Lancaster Chapters (see "Extra List").....Metroliners may become the regular equipment on all 600-series Philadelphia-Harrisburg trains sometime after May 1. A test run was made from Suburban Station on January 20, using unrebuilt Metros #801, 807, 813 and 851. On February 2, cars 801 and 813 began regular service on trains 603/608 for a two-week test period, to see if they can tolerate the start-stop conditions. Amtrak currently uses leased Jersey Arrow II cars on most of its short-haul trains, including the 600's, but NJ TRANSIT wants to substantially increase the present daily rental fee of \$76 per two-car set after May 1, 1981.

Eleven of the 12 Budd SPV-2000 diesel cars purchased for AMTRAK by the State of Connecticut were returned to the builder's plant in Philadelphia January 5, allegedly because of service failures and mechanical problems. The cars involved are #988 and 990-999, leaving only #989 stored at New Haven, and the 13th car, Connecticut DOT #50, in service on the Danbury branch. The cars will probably be repaired and returned over a period of several months.....AMTRAK's "Insta Ticket" vending machines were installed last month at 30th Street but were not yet in operation.

AMTRAK has run up a total deficit of \$3.5 billion in its first ten years of operation, on total revenues of \$2.6 billion. For the current fiscal year that ends September 30, the loss is expected to reach \$724.5 million which means that Amtrak will run out of cash because Congress has appropriated only \$650 million. Unless, of course, some service is discontinued or Congress comes up with more money. The new Reagan Administration has made it plain that it will seek substantial cuts in Amtrak funding this year.....AMTRAK will try to negotiate more favorable work rules with its 15 labor unions, most of whose contracts expire on March 31. There are 20,000 union workers who are employed directly by Amtrak and 18,000 more employed in passenger service by individual railroads. Labor costs now represent 58 percent of Amtrak's operating budget (figures from Amtrak News).

AMTRAK issued a new 60-page national timetable last month, effective from February 1 to April 25. The bright red cover features a painting of F40 locomotive #212.....AMTRAK's 1981 wall calendar was a little late, but it shows a colorful Gil Reid painting of Los Angeles Union Station, two trains and three buses representing intermodal transportation. Copies may be obtained for \$5 each from: Amtrak Calendar, c/o Western Folder, P. O. Box 311, Addison, IL 60101.....AMTRAK is being sued by NJ TRANSIT seeking permanent property rights to ten stations and other commuter facilities along the New York-Philadelphia mainline. New Jersey had previously paid \$375,000 for the properties but Amtrak refused to recognize the purchase.

PennDOT is planning to start a new commuter service between Pittsburgh and Greensburg, PA along CONRAIL's mainline, perhaps as early as March. The service is to continue for 18 months to two years while the principal interstate highway to downtown Pittsburgh is closed for repairs.....AMTRAK will begin a new AI-

ODDS AND ENDS (Continued from Page 6)

toona-Pittsburgh passenger service on April 26, utilizing Pennsylvania equipment which would otherwise lay over in Pittsburgh.....State officials and the City of Pittsburgh are pressing to have the Philadelphia-Harrisburg "emerging corridor" extended to Pittsburgh, as part of a report on 20 promising passenger routes which AM-TRAK and the FRA are due to submit to Congress this month.....In the blue-sky area, a group of Pennsylvania legislators plan to introduce a bill to study the feasibility of running 150-mph passenger trains across the state.

Both CONRAIL and U. S. Railway Association are racing to complete their reports on possible restructuring of the 18,000-mile CR system, reports which must be submitted to Congress on April 1. Dubbed "Final System Plan II," the documents will contain recommendations for a private sector solution to Conrail's continuing problems, which revolve around the evils of too much plant, too little business, and too many employees. Among the most likely suggestions are the pruning away of between 4,000 and 6,000 miles of branch and secondary lines, and elimination of all passenger operations.....There is still a good deal of uncertainty in Washington as to what Congress will do about appropriating more money for CONRAIL, which still needs the \$329 million authorized by the outgoing Congress in 1980. The new Secretary of Transportation, Drew Lewis, has been quoted as saying that he favors emergency aid for Conrail this year but is doubtful about future funding. "The new Administration is likely to call for emergency 1981 funding for Conrail and, rather than government-controlled liquidation, advocate allowing the struggling carrier another try at independent success," reports Helen Ericson in The Journal of Commerce on January 20.

L. Stanley Crane, the new chairman of CONRAIL, met the press January 14. It was his first public appearance since arriving in Philadelphia from the SOUTHERN RAILWAY. He said that the railroads of the Northeast and Midwest should remain in the private sector and eliminate their dependence on Washington. The Federal government won't stand for "plowing large amounts of funding" into Conrail year after year, so "we must try to find a private-sector solution." His conclusion: "I believe that we can make Conrail work. We can create a self-sustaining company which serves most of the interests of its constituencies," but no railroad can "be all things to all people. In order to make a winner out of Conrail (in financial terms), additional changes will have to be made on a number of fronts in Conrail's operations."

CONRAIL locomotive ownership as of January 30 was 3,471 road and 971 yard, for a total of 4,442 units. Of these, 293 are set aside for retirement and about 500 are stored.....For the ten-day period between January 2 and 12, CONRAIL had its entire fleet of 77 electric locomotives in temporary storage. On the 12th, however, 41 E44's were reactivated, leaving 24 E44's and ten E33's in storage and the two EMD experimental units shopped. E44A #4453 left Harrisburg in early January bound for General Electric at Erie, where it will be converted to a 6,000-hp unit with solid-state controls (see June 1980 Cinders for the first report of this plan).....CONRAIL is testing a "fuel-saver" device which allows an engineer to place one or more diesel units on idle when not actually needed to keep a train moving.....Most operations at CONRAIL's Collinwood (OH) locomotive shops are being transferred to Altoona.

Plans to divert some CONRAIL freight trains to CHESSIE's Philadelphia-Washington mainline are being delayed while an Environmental Impact Statement is prepared.....The January 17 derailment of CONRAIL freight train PYSE-7A at Olney, in North Philadelphia, halted all Fox Chase commuter service until Monday morning the 19th. A total of 13 cars derailed while the train was traveling at low speed.....As part of its recent \$2.1-billion settlement with the Federal government, Penn Central Corp. agreed to turn over all 50 million shares of its Conrail common and preferred stock to the government. The Department of Transportation has decided to retain this stock, giving it authority to appoint five members of Conrail's board while USRA continues to hold the balance of Conrail securities and control six other board members.....CONRAIL expects to report a loss of between \$10 million and \$20 million for the fourth quarter of 1980, its lowest quarterly loss to date. Its loss for the year, however, will be "moderately higher" than the \$178 million in 1979.....CONRAIL last year handled a total of 3.6 million tons of coal at its Pier 124 in South Philadelphia, an 80 percent increase over 1979. Current plans call for rebuilding the pier to handle ten million tons annually.

DELAWARE & HUDSON last month received a \$1.25 million Federal "survival" loan to stave off bankruptcy, bringing the government's total investment in D&H to \$37.5 million. The railroad had earlier received some concessions from its unions to help reduce costs.....CONRAIL has leased GE B23-7's #1993, 2008, 2013, 2014, 2015 and 2017 to D&H to help fill a motive power void caused by a high out-of-service ratio.....Former Penn Central Trustee Robert C. Blanchette has been nominated to head the Federal Railroad Administration, reporting to DOT Secretary Drew Lewis of Pennsylvania.....The 39-car Ringling Bros. and Barnum & Bailey "Blue Unit" circus train will pass through Philadelphia March 30 enroute to New York, returning here June 1 for a two-week stay.....U. S. Pipe & Foundry's rare Lima switcher #40 (ex-Cincinnati Union #21 built November 1949) was shipped from USP's Burlington (NJ) plant February 5 to an unknown destination.....PATCO will increase its fares by 15 percent on July 1 as part of a long-range capital program proposed by the Port Authority. PATCO has scrapped its ex-Niagara Junction Baldwin steeple-cab locomotive #405, which was used as a parts supply for #404, PATCO's work train locomotive (West Jersey Chapter).

American Coal Enterprises, which has proposed to build a new breed of coal-fired steam locomotive known as the "ACE 3000," has been looking at Reading as a possible site for its manufacturing operations. ACE Founder Ross Rowland, Jr., of Freedom Train and Chessie Steam Special fame, told officials that he was considering the former Reading Railroad locomotive shops as a base for the operation, which would eventually employ as many as 1,500 workers. Right now, however, ACE is trying to secure \$30 million to finance the building of two prototype locomotives. Pottstown and Altoona are also in the running for the company's headquarters.

(Continued on Page 10)

NJ TRANSIT REVISES EQUIPMENT NUMBERING



NJ Transit has issued an updated numbering scheme for its commuter rail equipment. The numbering includes provision for future equipment acquisition, but does not provide slots for equipment considered for retirement in the near future.

The agency has chosen the name "Comet" for its diesel push-pull equipment, the obvious reference being to the former Jersey Central Blue Comet from the 1920's. This name will apply to the Pullman Standard cars now in service on the former Erie Lackawanna lines as well as to the new Bombardier cars on order for Raritan line service.

LOCOMOTIVES

4100-4112	EMD GP40P	4246-4335	EMD E8A
4113-4129	EMD F40PH	4872-4884	GG1
4130-4150	future locomotives	5902-5910	EMD GP7
4151-4183	GE U34CH	9013-9014	EMD SW9

COACHES

1200-1233	Arrow I MU cars	5180-5199	Budd RDC cars
1234-1303	Arrow II MU cars		
1304-1333	Arrow III single cars	5200-5209	Comet I (EL) snack-bar cars
1334-1533	Arrow III married-pairs	5210-5299	future Comet snack-bar cars
1534-1599	future Arrow MU cars	5300-5399	retained steam-heat bar cars and coaches
		5400-5499	retained steam-heat coaches
5100-5134	Comet I (EL) cab cars		
5135-5154	Comet II (CNJ) cab cars	5500-5609	Comet I (EL) trailer cars
5155-5177	future Comet cab cars	5610-5706	Comet II trailer cars
5178-5179	MTA Comet I-a cab cars (Pt. Jervis)	5707-5993	future Comet trailer cars
		5994-5999	MTA Comet I-a trailer cars (Pt. Jervis)

THE COLORFUL WORLD OF SEPTA TROLLEYS



While SEPTA has introduced a "standard" paint scheme for all of its revenue surface vehicles—off-white body with red and blue band below the windows—there is still an amazing variety of other colors and shades displayed on SEPTA's fleet of nearly 300 trolleys. Among these are:

- (1) "Gulf Oil" scheme of orange, blue and white—obsolete but still the predominant scheme on most lines.
- (2) "Bicentennial" scheme of red, white and blue adorned with white stars and lettering for individual states (confined to 2251-2290 series of ex-Kansas City cars)
- (3) Retouched Bicentennial scheme—same as (2) but decorations and lettering removed and touch-up performed
- (4) Original PTC green with cream roof and maroon beltrail
- (5) Modified PTC scheme—green and cream but with no maroon beltrail (still being applied to "mini-rehab" cars)
- (6) "Toronto" red and cream scheme (confined to 2300-2318 series of ex-Toronto cars)
- (7) "Red Arrow" red scheme (confined to ex-Red Arrow #20)
- (8) Original PRT silver with blue and cream trim (confined to #2054 repainted in 1978)

Another interesting paint scheme is that applied in 1979 to PCC #2780, the "Training Trolley." Though not in revenue service, the car has been repainted in an ochre shade with a large brown silhouette of a turn-of-the-century trolley on each side behind the center doors, and red letters spelling out the words "Training Trolley."

As the 148 PCC's emerge from SEPTA's ongoing rebuild program, they will bear the now-standard red, white and blue paint scheme. The 139 new Kawasaki cars will also arrive in this scheme, as did prototypes #100 and 9000 now in revenue service.

FREE COPIES OF "THE SHORT LINE" OFFERED AT FEBRUARY MEETING

Complimentary copies of The Short Line, the authoritative bi-monthly magazine of shortline and industrial railroads, will be available at the February 20 Chapter meeting. Approximately 60 copies of a recent 12-page issue have been furnished us by the publisher as a means of alerting potential subscribers to the magazine's existence.

The single-copy price is normally \$1.25 and a one-year subscription is \$6.75 (second-class mail) or \$9.00 (first-class mail). The address for subscriptions is: The Short Line, P. O. Box 587, Pleasant Garden, NC 27313.

"DEAR UNCLE SAM, PLEASE SEND HELP"

Since the beginning of the republic politicians have been staunch defenders of the status quo, ever fearful that change would cost jobs, close businesses and weaken the national defense. The following letter from a prominent state governor, later to become President, has a disturbingly familiar ring:

"To: President Andrew Jackson:

"The canal system of this country is being threatened by the spread of a new form of transportation known as 'railroads.' The federal government must preserve the canals for the following reasons:

"One: If canal boats are supplanted by 'railroads' serious unemployment will result. Captains, cooks, drivers, hostlers, repairmen and lock tenders will be left without means of livelihood, not to mention the numerous farmers now employed in growing hay for horses;

"Two: Boat builders would suffer and tow-line, whip and harness makers would be left destitute;

"Three: Canal boats are absolutely essential to the defence of the United States. In the event of the expected trouble in England, the Erie Canal would be the only means by which we could ever move the supplies so vital to waging modern war.

"For the above reasons, the government should create an Interstate Commerce Commission to protect the American people from the evils of 'railroads' and to preserve the canals' prosperity.

"As you may well know, Mr. President, 'railroad' carriages are pulled at the enormous speed of 15 miles per hour by 'engines' which, in addition to endangering life and limb of passengers, roar and snort their way through the countryside, setting fire to crops, scaring livestock, and frightening women and children. The Almighty never intended that people should travel at such breakneck speed."

(signed) Martin Van Buren
Governor of New York
January 31, 1829

(From *The Cincinnati*, Cincinnati Chapter, NRHS)

PHILADELPHIA CHAPTER, NRHS, Inc.
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Meetings: 7:30 PM, third Friday of each month (except second Friday in December), at Engineers' Club, 1317 Spruce Street, Philadelphia, PA. Dinner at Club 6 PM. No meetings in July or August.

Annual membership dues: \$15.00 per person, which includes Chapter and National dues. Chapter only dues \$7.50 per person per year. Dues payments should be sent to: Earle P. Finkbiner, Treasurer, 1401 Riverton Road, Cinnaminson, NJ 08077.

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RADIO FREQUENCY SUPPLEMENT IN PREPARATION

A supplement to the railroad radio guide published in last month's Cinders is in preparation, adding a number of lines not covered in the original guide and listing supplemental frequencies for certain other roads.

Checking of new sources is now in progress and publication is planned for the April issue.

CHAPTER PUBLICATIONS PERSONNEL WILL HAVE
SOFT-COVER BOOKS FOR SALE AT THE FEBRUARY
20 MEETING AND WE WILL ALSO HAVE A TABLE
AT GREENBERG'S TRAIN SHOW. WE URGE YOU TO
PURCHASE YOUR PUBLICATIONS THROUGH THE
CHAPTER TO ASSIST CINDERS.

ODDS AND ENDS (Continued from Page 7)

CHESSIE SYSTEM has announced that it will begin operating a new piggyback train early this month between Philadelphia and the South, one of several direct services with FAMILY LINES. (Both Chessie and Family Lines are units of CSX Corp.) A new \$10 million piggyback terminal will also be built in the Philadelphia area.CHESSIE has formed a new trucking subsidiary known as Chessie Motor Express, which has highway authority throughout the East.....D&H train NE-87 arrived in Philadelphia January 25 powered by three NORFOLK & WESTERN units: GP40 #1386, SD40-2 #6207 and GP35 #2910.....CSX Corp. has reported 1980 earnings of \$281.6 million on total revenues of \$4.8 billion from its subsidiary operations, including CHESSIE and FAMILY LINES.

STRASBURG RAIL ROAD last year handled 354,253 revenue passengers, an increase of more than 100,000 over the gas-starved 1979 season.....Mercersburg Railroad, which was shut down last fall, has had its Alco S-2 #1 seized by the Franklin County sheriff for default on a loan. Mercersburg's other Alco, #2, is now operating on the new FALLS CREEK RAILROAD in Central Pennsylvania (Potomac Chapter).....MARYLAND MIDLAND, which operated several fantrips last fall with its rare 65-ton Whitcomb #102, has purchased ex-LONG ISLAND RS3 #1559 from the GETTYSBURG RAILROAD (Baltimore Chapter).....SOUTHERN RAILWAY has decided to rebuild ex-C&O 2-8-4 #2716 for service this year, hopefully completing it in time for the NRHS Convention in Louisville. As a result, repair work on ex-Savannah & Atlanta Pacific #750 is again being deferred and all Washington-area excursions this spring and summer will use 2-8-2 #4501 or green-and-gold FP7 diesels (see "Extra List"). Ex-Texas & Pacific 2-10-4 #610 was returned by the Southern to its owners in Texas late in January (Chesapeake Division, RRE).

Contract talks between the nation's railroads and their major unions are expected to get underway late this month. The current three-year contracts expire March 31.....Chapter Member Al Derr, who is executive vice-president of the Philadelphia Belt Line Railroad, wrote the Inquirer last month about the need for competitive rail service at the Port of Philadelphia. The three-column letter was published in the January 26 editions.An error on the 1981 NRHS membership cards has "demoted" President V. Allan Vaughn to treasurer and vice-versa. Rest assured, it's not true.....One of the six founders of NRHS, Leon R. Franks of Lancaster, passed away December 17, 1980 at the age of 80.

"DERBY RAILS '81" - LOUISVILLE, KY

SEPTEMBER 3 - 7, 1981

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