



# CINDERS

April 1983



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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## Transit Strike Averted; Rail Workers Walk Out



A funny thing happened to the commuter rail unions on March 15: they went on strike but city transit workers did not. Thus, the strategy of the rail brotherhoods--to pressure SEPTA with a double strike--backfired as Transport Workers Union Chief Dominic DiClerico engineered a last-minute settlement with SEPTA. Some rail workers, reporting to their picket lines that morning, were surprised to find the buses and trolleys running as usual.

Instead of paralyzing the City with a full-blown shutdown, the rail unions found that their go-it-alone strike had surprisingly little impact on the riding public. In fact, press reports showed that the already diminished number of rail commuters was adopting well to the loss of service by shifting to SEPTA transit routes, vanpools and private automobiles. While some merchants in the Suburban Station and Reading Terminal areas complained about reduced sales, the conclusion emerged that Center City Philadelphia could indeed survive a prolonged commuter rail strike with few ill effects.

SEPTA, meanwhile, was "hanging tough" in its negotiations with the rail unions, knowing that it had the overwhelming support of business, press, politicians and train riders. With 12 of 15 rail unions still without agreements, recent talks have concentrated on the four largest striking unions: the United Transportation Union representing conductors and trainmen, the Brotherhood of Locomotive Engineers, the Brotherhood of Railway & Airline Clerks and the International Brotherhood of Electrical Workers. Progress has been reported with all four unions and agreements are believed to be near with the BLE and IBEW. Prior to the strike, union leaders had declared that no one would go back to work until contracts had been finalized with all 12 unions. Recently, however, these same leaders have been quoted as saying that if the four big unions reach agreements, the remaining eight would return to work while negotiations continue.

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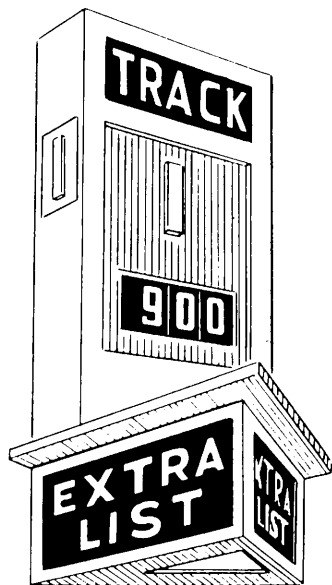
Contract talks between SEPTA and Local 234 of the TWU went right down to the wire on Monday, March 14. Many transit riders went to bed that night fully expecting to be faced with a shutdown of both the City Transit and commuter rail systems the next morning. But SEPTA officials and Local 234 President DiClerico kept talking past the midnight deadline, attempting to reach an agreement that both sides could live with. About 1 AM a tentative settlement was announced and the buses, trolleys and subway-elevated trains kept rolling.

The new three-year contract, later ratified by a four-to-one majority of union members, calls for a 19.3-percent pay increase, retention of the present no-layoff clause and continuation of the ban on hiring part-time workers. The three-year term of the contract, in place of the former two-year term, is considered a plus for SEPTA. Total cost of the wage increase is estimated at \$20 million for the 5,200 drivers, mechanics and cashiers represented by Local 234. Under the pact, operators' pay will rise in five steps from the present \$9.27 per hour to \$11.05 by September 15, 1985.

On the afternoon of March 15 a few rail workers attempted to disrupt SEPTA's Route 23 trolleys in Chestnut Hill and bus traffic at Germantown depot, but an injunction was quickly obtained in Philadelphia Common Pleas Court. The next morning pickets halted all Red Arrow service at 69th Street Terminal, except for the Norristown High-Speed Line trolleys. Again, a court order was obtained to limit the picketing, and service was restored by early afternoon on 24 bus routes as well as on the Media and Sharon Hill trolley lines. On Thursday, March 17 pickets blocked the East Norriton bus garage of SEPTA's Frontier district in Montgomery County, which was not covered by the two previous court injunctions. Once again, a judge issued an order barring the rail unions from interfering with transit operations.

As the commuter rail shutdown entered its third week, a new crisis developed for riders in the western suburbs. The 275 drivers and cashiers on the Red Arrow system, represented by Local 1594 of the United Transportation Union, were threatening a strike when their two-year contract expired on April 2. It was understood that SEPTA had offered them the same 19.3-percent pay raise that had been negotiated on the City Transit Divi-

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MONTH OF APRIL, 1983: Exhibit of Reading Railroad memorabilia in celebration of Reading Company's 150th anniversary, at Historical Society of Berks County, 940 Centre Avenue, Reading, PA. Exhibit of films, paintings, timetables, china, etc. will be open Tuesday through Saturday, 9 AM to 4 PM, with special Reading films to be shown at 2:30 PM. Admission free. Cooperating in this event are Pottstown Chapter, NRHS, Reading Company Technical & Historical Society and Reading Society of Model Engineers. For information, telephone 215-375-4375.

APRIL 16: Brandywine Limited excursion train via Octoraro Railway and Brandywine Valley Railroad from Oxford, PA to Coatesville, PA and return, using OCTR Alco S2 diesel locomotive and Wilmington & Western open-window coaches. Sponsored by Wilmington Chapter, NRHS. Train leaves Oxford 9:30 AM, Kennett Square 10:45 AM, returning to Kennett Square about 4:30 PM and to Oxford about 5:30 PM. Fares from Oxford: \$18.50 adults, \$16.50 children (5 to 12). Fares from Kennett Square: \$16.75 adults, \$14.75 children (5 to 12). Order tickets from: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899 for pickup on day of trip (telephone 302-798-8431 after 6 PM).

APRIL 17: Special slide program "A Trip on the Reading Railroad," by Walter B. Johnston, retired Reading Company passenger official, at Historical Society of Berks County, 940 Centre Avenue, Reading, PA. Program begins at 2:30 PM and admission is free.

APRIL 22-24: Amtrak "Family Days" at Union Station, Washington, DC. Displays will feature Amtrak passenger equipment as well as locomotives and cars of Conrail, CSX, Delaware & Hudson and Norfolk Southern. Full details at April 15 Philadelphia Chapter meeting.

APRIL 23: "Ride and Dine" on the Black River & Western Railroad using doodlebug #4666, with dinner at restored Lambertville Station restaurant, sponsored by Delaware Valley Chapter, NRHS. Train leaves Ringoes, NJ, 11 AM. Fare (including prime rib or seafood crepes dinner): \$28 per person. For tickets and information contact: Kermit Geary, Jr., RD #1, Box 196, Newtown, PA 18940 (telephone 215-860-1614).

APRIL 23: Crotched Mountain Limited excursion from Boston, MA to Bennington, NH and return, via Boston & Maine's Hillsboro branch, sponsored by Massachusetts Bay Division, RRE. Train leaves North Station, Boston 8 AM. Fares: \$39.95 adults, \$26.95 children (under 12), \$5.95 for luncheon at Crotched Mountain Ski area. Order tickets from: Mass. Bay RRE, Inc., P. O. Box 208, East Walpole, MA 02032.

APRIL 23: Ceremony to dedicate ex-Pennsylvania Railroad GGL locomotive #4800 as a National Historic Mechanical Engineering Landmark, 2 PM at Railroad Museum of Pennsylvania, Strasburg, PA, sponsored by American Society of Mechanical Engineers. Special brochure will be available for \$1 each.

APRIL 24: Spring 1983 Railroad Extravaganza for sale of railroadiana, sponsored by Tri-State Chapter, NRHS, at Boy's and Girl's Club of Union, 1050 Jeanette Avenue, Union, NJ, 10 AM to 4 PM. Club is located off Morris Avenue, one mile west of Garden State Parkway and U. S. Route 22. Admission: \$2 adults, \$1 children (under 12), \$1 senior citizens. For information, contact: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015 (telephone 201-857-2987).

APRIL 30: Royal Blue Express excursion from Baltimore to Philadelphia and return via Chessie System, sponsored by Baltimore Chapter, NRHS. Trip departs Baltimore (Camden Station) 9 AM, arrives 24th & Chestnut Streets, Philadelphia 12:30 PM. Return trip leaves 24th & Chestnut 4:00 PM, arrives Baltimore 7:30 PM. Consist will include standard coaches and first-class cars Defender and Edward G. Hooper. Possible motive power: Gold Chessie GP40 #GM50. Fares: \$25 adults, \$20 children, \$40 first-class; \$2 coach surcharge and \$3 first-class surcharge after April 22. Order tickets from: Baltimore Chapter, NRHS, P. O. Box 10233, Baltimore, MD 21234, enclosing stamped, self-addressed envelope with your ticket order.

APRIL 30: SEPTA special train will offer a fond farewell to old Broad Street subway equipment, covering as much of the system as possible. Photo stops will be included. Fare: \$14 adults, \$7 children, \$1 additional day of trip, \$1 discount for Branford members. Trip leaves Fern Rock station 12 Noon. For tickets, write: BERA - Red Arrow Fund, P. O. Box 2264, Short Beach, CT 06405.

MAY 1: East Wind special train from New Haven, CT to New London, CT, Worcester, MA, Providence, RI and return via Amtrak and Providence & Worcester, using Amtrak F40 and Heritage coaches. Sponsored by New Haven Railroad Historical & Technical Association. Train leaves New Haven 10:30 AM. Fare: \$39 per person (checks payable to: Treasurer, NHRHTA, Inc.). Order tickets from: NHRHTA, c/o Ken Warner, 11 Bassett Road, Branford, CT 06405, enclosing stamped, self-addressed envelope.

MAY 10: Tour of Amtrak's 30th Street Station, Philadelphia, sponsored by the Foundation for Architecture and conducted by Tony Junker of Deland & Junker, architects. Tours begins 12 Noon. Fees: \$3 per person. For information, contact: Philadelphia Chapter, American Institute of Architects, 117 South 17th Street, Philadelphia, PA 19103 (telephone 215-569-3186).

MAY 15: North Jersey Chapter, NRHS will operate motor coach trip to the B&O Museum and Baltimore Streetcar Museum, Baltimore, MD from Newark and Metropark, NJ. Air-conditioned bus leaves Penn Station, Newark (bus lane #1) 9:30 AM, Metropark station, Iselin, NJ, 10 AM. Fare: \$20, for transportation only. For tickets and information, contact: Bruce Russell, 240 Mt. Vernon Place, Newark, NJ 07106 (telephone 212-372-5995).

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## EXTRA LIST (Continued from Page 2)

MAY 15, 1983: Special Amtrak train from Lancaster and Harrisburg, PA to Harpers Ferry, WV and return, via Amtrak, Conrail and Chessie System, sponsored by Lancaster Chapter, NRHS. Train leaves Lancaster 6:30 AM and Harrisburg 7:08 AM, arriving Harpers Ferry 1:45 PM. Return is scheduled for 10:18 PM at Harrisburg, 11:15 PM at Lancaster. Route will include Conrail Port Road branch and Chessie Old Main Line. Fare: \$46 per person. Order tickets from: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

MAY 17: Tour of Reading Terminal, Philadelphia, sponsored by the Foundation for Architecture and conducted by Gerald Cope of Cope Linder Associates, architects. Tour begins 12 Noon. Fee: \$3 per person. For information, contact: Philadelphia Chapter, American Institute of Architects, 117 South 17th Street, Philadelphia, PA 19103 (telephone 215-569-3186).

MAY 20-22: Cass Scenic Railroad Railfan Weekend Spectacular at Cass, WV, featuring special runs behind Shay geared locomotives on Bald Knob. All tickets: \$35 per person (children under 5 free). For tickets and information write: Cass Scenic Railroad, Railfan Weekend 1983, P. O. Box 75, Cass, WV 24927, enclosing stamped, self-addressed envelope (telephone 304-456-4300).

MAY 21-22: "Pennsylvania Railroad Locomotive Spectacular" at Strasburg Rail Road and Railroad Museum of Pennsylvania, Strasburg, PA, coordinated by Pennsylvania Railroad Technical & Historical Society. Saturday will be "John Bull Day," featuring rededication of PRR John Bull replica and operation of locomotive under steam with 1855 Cumberland Valley combination car. Ceremonies begin 11 AM. Sunday will be "GG1 Day," with special ceremony in recognition of GG1 locomotives #4800 and 4935 on display at Museum. All-PRR vintage consist of D16 Class 4-4-0 #1223 and wooden passenger cars will operate on Strasburg Rail Road, beginning at 10 AM, followed by special run of John Bull to Leaman Place. Ceremony at Leaman Place may include NJ Transit tuscan red GG1 #4877.

MAY 22: "Springtime on the Subway", special four-car train of clean cars will tour New York's IRT Subway. Included will be trackage under express running, an abandoned station, etc. Fare: \$15 adults, \$8 children, \$1 extra day of trip, \$1 discount for Bradford members. Trip leaves Times Square Shuttle platform 10:30 AM. For tickets, write: BERA - Red Arrow Fund, P. O. Box 2264, Short Beach, CT 06405.

MAY 29-30: West Shore Express excursion from Hoboken, NJ to Selkirk, NY and return via Conrail West Shore freight line, sponsored by Tri-State Chapter, NRHS. Train leaves Hoboken Terminal 8:30 AM each day, returning about 6:30 PM. NJ Transit F40 locomotives and commuter cars will be used. Fare: \$39 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope.

JUNE 10-26: "Scandinavian Rails 1983" tour of railways in Denmark, Norway, Sweden and Finland, sponsored by Overland Chapter, NRHS. Total cost of \$2,695 per person (double occupancy) includes air transportation New York to Copenhagen, Oslo to New York, first class Eurailpass, all hotels, most meals, sightseeing, steamship fare and transfers. Deposit of \$400 will hold reservation until April 15 when balance is due. For reservations and information write: Richard M. Billings, President, Overland Chapter, NRHS, 1214 12th Street, Moline, IL 61265 (telephone 309-764-1834).

JUNE 18-19: Edaville Railroad Railfan Weekend and Collectors' Flea Market at Edaville Railroad, South Carver, MA. Special freight, passenger and mixed train runs on two-foot gauge Edaville Railroad. Two-day tickets good on all trains: \$14 adults, \$6 children. For information, write: Edaville Railroad, Route 58, South Carver, MA 02366 (telephone 617-866-4526).

JULY 1: Electric Railroaders' Association will sponsor European tour to Belgium and Netherlands, with flexible return date. Highlights of the trip include visits to Amsterdam, The Hague, Brussels, Charleroi, Oostende and more. Complete flyer giving full details is available from: William J. Madden, ERA, 28-53 Utopia Parkway, Flushing, NY 11358. Please include #10 stamped, self-addressed envelope with your request.

JULY 20-24: "Rails to Richmond 1983", NRHS national convention at Richmond, VA, hosted by Old Dominion Chapter. Trips include Norfolk & Western 4-8-4 #611 to Balcony Falls, VA via Chesapeake & Ohio and to Norfolk, VA via N&W, ex-Savannah & Atlanta 4-6-2 #750 to Keysville, VA and Southern FP7 diesels to West Point, VA. CSX Chairman Hays T. Watkins will be featured speaker at July 23 annual banquet. Convention headquarters will be at Hotel John Marshall in downtown Richmond. Complete information and reservation form will be mailed this spring to all NRHS members.

## DELAYED MEMBERSHIP CARDS

National President V. Allan Vaughn has advised chapter officers throughout the Society that there will be some delay in getting 1983 membership cards into members' hands, due to problems in processing of the many renewals, coupled with new memberships, changes, etc. A team of National officers will be working full-steam the weekend of April 8-10 to get cards to chapter treasurers. We ask your kind patience while National gets back on track.

Issue Two of the National Railway Bulletin will be mailed to every member who was paid in full for 1982, thus assuring members who may have renewal problems that their Bulletins will not be interrupted.



Here's an update on schedule changes of a major nature expected to take effect April 24: the *Southern Limited* will run 20 minutes faster, and westbound, it will leave Chicago two hours later. The *California Zephyr* replaces the *San Francisco Zephyr*, operating daily to Oakland via the Rio Grande between Denver and Salt Lake City. The Seattle cars will be switched to the *Pioneer* at Ogden, and Los Angeles cars to the *Desert Wind* at Salt Lake City. The westbound train will run just over four hours earlier between Chicago and Denver, about 30 minutes later over the Rio Grande and five minutes earlier over the Southern Pacific. Eastbound, the train runs 40 minutes earlier over the SP, about 30 minutes earlier over the D&RGW and almost three hours later over the BN to Chicago.

Elsewhere, the *North Star* is back to a daily frequency. The *Pioneer* will run 45 minutes faster and arrive Seattle an hour earlier westbound; coming east, it leaves Seattle an hour earlier and runs 25 minutes faster. The *Desert Wind* operates about two hours, 30 minutes earlier westbound into Las Vegas and Los Angeles. Eastbound, it's over an hour later— both improvements due to connecting at Salt Lake City instead of Ogden.

In the east, the *Broadway Limited* will run about three hours, ten minutes earlier out of Chicago, with Philadelphia arrival set for 11:32 AM and New York at 1:22 PM. To accommodate Pittsburgh-New York travel, the eastbound *Pennsylvanian* will run over three hours earlier. Harrisburg trains will also have slightly lengthened running times. A weekday round-trip (trains 606 and 613) will be called the *Keystone Executive* and make only Lancaster and Downingtown, on a faster schedule. Train 609 will operate an hour later, as will Train 611. Train 619 will also operate on Saturday and always operates 35 minutes later. The last train in each direction between Philadelphia and Harrisburg (620 and 621) will be discontinued. A new train, 630, will replace 606 on Saturday morning on roughly the old (local) schedule.

The *Lake Shore Limited* will also experience a major schedule change, with running times speeded up 82 minutes in each direction between New York and Chicago. The westbound train will leave New York at 7:30 PM, permitting Philadelphians to ride to New York after a day's work (*Merchants Limited* at 5:22 PM), allowing 46 minutes for a New York cab connection to Grand Central. The eastbound train will leave Chicago at 6:20 PM.

In the Corridor, most trains will have their schedules lengthened somewhat to accommodate the usual track work this summer. Metroliners will see additional Newark (NJ) stops added, with no change in overall running times. Clocker 221 is discontinued Sundays, replaced by 223 that day. Train 231 will also run on Saturday evenings.

Additional Amfleet II deliveries have reached coach 25112 (with 12 to go) and 28021 (with three lounges to go). The entire order should be completed by the end of April, but I understand no additional trains will receive the new cars. The *Lake Shore Limited* is fully equipped with the new coaches and the Heritage coaches thus released will replace Amfleet I coaches on the *Panama Limited*.

Recent releases from Beech Grove shops have concentrated on Superliner modifications, but a few Heritage overhauls have been noted. "New" cars completed between February 15 and March 22 consist of the first HEP dome coach (9405), a baggage car (1186) and a "clocker" conversion (7627).

North of the border, VIA Rail Canada has introduced simplified menus on the *Canadian*. Food is cooked on board but menus offer two selections for breakfast, lunch and dinner. Prices are \$4.50 for breakfast, \$6.50 for lunch and \$9.00 for dinner, all featuring full meals.

The CTCUM Montreal commuter service on the former CN electrified line to Deux Montagnes has been strengthened by the addition of 11 ex-VIA coaches. Cars 5060-5070 are composed of former "American Flyer" and 1942 ice-air conditioned cars.

In Toronto, GO Transit is receiving 71 new gallery cars from Hawker-Siddeley to augment its fleet of 80 such cars. They will partially replace some of the earlier single-level cars, but recent service extensions have increased the fleet requirements.

Bob Wayner's book on Canadian "first-class" equipment (*A Century of Deluxe Railway Cars in Canada*) has been published. Details are presented in a format similar to his *Pullman Panorama* of 1967. This is a fine reference source for anyone who may need or wish to learn about the cream of the crop of our neighbor to the North and it is recommended.

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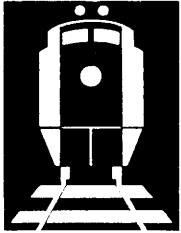
# PHILADELPHIA

## EXPRESS



### FRANK G. TATNALL, JR.

With the commuter strike in full swing, why are rails on the outlying branchlines still shiny? It's because SEPTA is running daily "patrol trains" over all of the lines it owns. These trains, which consist of four or five Silverliners, are operated by supervisory employees. "Wind" tower at Wayne Junction is also staffed with supervisors, because it is needed to control the movement of the patrol trains as well as certain CONRAIL freights operating on former Reading lines.



SEPTA has stored its MU cars at Reading Terminal, Wayne Junction, Powelton Avenue yard in West Philadelphia, Suburban Station and Paoli, with guards stationed at all locations. Each cut of cars is "live" with pantographs raised on either end to keep the braking systems charged with air, according to Assistant General Manager David Feeley. There are 151 cars on the Reading side and 192 cars on the Penn Center lines, Feeley said.....SEPTA has been ordered by the Public Utility Commission to reactivate all crossing gates on its lines, which have been locked in an open position since the strike began.

Nine City-owned RDC's were moved from Reading to South Philadelphia in early March. Formerly used on commuter runs to Pottsville, Bethlehem, Newark and Newtown, the cars have been idle for nearly two years. They will be stored in the Philadelphia Naval Base.....SEPTA is planning to acquire new or rebuilt engines for some of its RDC's at Newtown, in order to restore service on the Fox Chase Rapid Transit Line. Reportedly Budd Company has also offered to lease a number of new SPV-2000 self-propelled cars for use on the line.....It is likely that the FCRTL will return to the Regional High Speed Division as a commuter rail line, after all labor agreements are concluded. This will allow restoration of service between Newtown and Reading Terminal and maintenance of the cars at Wayne Junction shop. Meanwhile, buses continue to ply the route between Fox Chase and Newtown.

In a bid opening last month, SEPTA sold FP7 locomotive #4372 to Rail Management Associates of Devon, PA for \$13,100. The other two ex-Reading FP7's, both of them inoperable, were not bid on. RMA is reported interested in operating the former passenger lines to Pottsville and Bethlehem, under contract with the State. ....After acquiring two GP9's and one SW7 locomotive from CONRAIL (see January, March Cinders), SEPTA has returned leased SW1 #8556 to Conrail. The unit had been used for several years to switch Paoli shop..... SEPTA is considering the possibility of a new shop for its commuter rail system, replacing both the Paoli and Wayne Junction facilities.

There has been another delay in the projected opening date for the \$325-million center city commuter tunnel. Now it's been moved back from March to July 1984.....The SEPTA board has approved a million-dollar contract to repair the Crum Creek bridge, on the Media line just south of Swarthmore. The bridge was closed in September 1982 because of serious structural deterioration, and train service was cut back to Swarthmore..... SEPTA has advertised for bids to install new equipment at "Ayres" interlocking at Bethayres, PA, where the West Trenton and Newtown lines cross at grade. "Ayres" tower was heavily damaged by a mysterious fire in February 1982.....In a \$2 million cleanup, SEPTA last month removed tons of sludge and wooden ties from Suburban Station. The material was discovered over a year ago to be contaminated with toxic PCB compounds which had leaked from transformers on electric MU cars.

The Interstate Commerce Commission last month granted SEPTA's request to be exempted from ICC regulations in setting fares on its commuter rail lines. SEPTA operates wholly within Pennsylvania except for short commuter line extensions to Trenton and West Trenton, NJ.....Richard I. Rubin & Company has purchased the 20-story Suburban Station Building in downtown Philadelphia. Built by the Pennsylvania Railroad in 1930 adjacent to old Broad Street Station, the structure was acquired several years ago by McCloskey Associates. The Rubin Company also owns the Six Penn Center Building, which is CONRAIL's headquarters, and is part owner of the Bellevue Stratford Hotel.

The United Transportation Union's strike against NJ TRANSIT became one month old on April 1, amid speculation that the membership might soon agree to new contracts. A tentative settlement was announced on March 31 but a dispute between two UTU divisions over seniority rights threatened to scuttle the agreement. The Conrail East Division, which represents 140 former Penn Central employees, opposes the views of the Conrail North Division, representing 600 ex-Erie Lackawanna and Jersey Central trainmen, but has honored picket lines set up by Conrail North which called the strike. About 70,000 daily commuters are affected by the shutdown.


The UTU was also embroiled in a dispute with AMTRAK, which has continued to honor NJ TRANSIT commuter tickets on its Northeast Corridor trains between Trenton and New York. Amtrak last month attempted to rescind its agreement with NJT in order to avoid possible strike action against Amtrak's own operations. A New Jersey Superior Court judge, however, ruled that Amtrak must abide by its contract to honor NJT tickets, and the UTU then withdrew its strike threat. Between 3,000 and 5,000 displaced commuters have been using Amtrak trains each day since the strike against NJT began on March 1.

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## PHILADELPHIA EXPRESS (Continued from Page 6)

NJ TRANSIT's Newark-Phillipsburg service has been rescued through a \$294,959 appropriation from the Urban Mass Transportation Administration. The weekday-only service had been marked for discontinuance but now NJT is exploring the feasibility of extending the trains as far as Allentown--if PennDOT will contribute to the funding (Tri-State Chapter Block Line).....NJ TRANSIT has secured a grant from UMTA to rehab its fleet of PCC cars used on the Newark City subway line. Rehabilitation of the track is also expected to take place this year (Block Line).

SEPTA has now received about 40 of 125 new Kawasaki-built cars for the Broad Street subway, and some of the "B-4" cars are showing up on local trains as well as expresses. All weekend service can now be provided with the new cars.....Subway-surface lines were rerouted to the 40th Street subway station over the March 26-27 weekend, to allow for track renewal on Woodland Avenue.....The subway-surface cars will again be diverted between April 13th and 18th while trackwork is completed at the 40th Street portal. A new loop arrangement is being installed at that point (see December Cinders).....The City Planning Commission last month endorsed SEPTA's \$230 million plan to rehabilitate the Frankford elevated structure, in preference to a \$360-million program favored by the Department of Public Property.

**SEPTA**  SEPTA will hold three public hearings on April 18, 19 and 20 to discuss its proposed restructuring of Red Arrow bus routes 71, 76, 105, 106, 107, 111, 112 and 113 into five new routes, primarily in Delaware County.....SEPTA's special service for the handicapped, known as Paratransit, was expanded last month from a pilot program to citywide service. Operated with van-type vehicles, the service is expected to cost \$2.8 million over the next 16 months, according to SEPTA. ....SEPTA is offering a free "Buyways" coupon booklet to purchasers of April TransPasses, good for discounts at over 30 area retailers.

SEPTA has advertised for bids to renovate the subway-surface trolley stations at 19th Street, 22nd Street, 33rd Street, Sansom and 37th Street.....SEPTA is looking into a plan to build a joint railcar shop at 69th Street for Red Arrow wide-gauge lines and the Norristown High-Speed Line.....The City and SEPTA have reportedly been working on a new study to determine which North Philadelphia trolley lines will be retained. At present, rail routes 50, 53 and 60 are still operated with buses.....Route 75-Wyoming Avenue saw the return of trackless trolleys on February 6. The line had been bussed in 1981 due to sewer construction projects and electrical problems with the new AM General-built coaches. All five trackless lines are again running with electric vehicles and with their original operators because SEPTA's plan to combine the bus and TT rosters was voided by the courts (BVTA Newsletter).....Rebuilt subway-surface line car D-39 (ex-Broad Street T-17) is still languishing at the Dushore Car Company shop, Topton, PA. Originally due for delivery in 1981, the car lacks suitable trucks.....There are still no plans on the drawing board to replace SEPTA's 51-year-old Bullet cars, or the still older 160-series, according to reliable reports.....Buckingham Valley Trolley Association has acquired air PCC #2647 from SEPTA. The car eventually may operate on BVTA's Penn's Landing line.....SEPTA PCC #2751 has been spotted in fresh orange and blue paint, a rare sight these days.

State Senator M. Joseph Rocks of Philadelphia wants to increase the number of Philadelphians on the SEPTA board from two to four, in order to correct the "current inequity" in board strength. He has introduced legislation in Harrisburg to accomplish this change, and to allow board members to serve indefinite terms according to the wishes of those who appointed them. The board now has 11 members, two each from the five counties in the SEPTA region and one representing the governor.....SEPTA found itself in a cash bind last month because the State had failed to pay \$32 million of the \$107 million in subsidies promised for this fiscal year. SEPTA Treasurer George Miller said the authority would have collapsed on April 1 if its board had not approved the transfer of \$14.4 million from various capital accounts into the operating fund, according to a Daily News report. In addition, Governor Thornburgh's 1983-84 budget allocates only \$7.3 million for SEPTA capital projects, which could result in a cutback in Federal funding because Uncle Sam has increased the state and local matching requirement for many transit projects from 20 to 25 percent. In the past PennDOT has provided 16-2/3 percent matching funds and the balance was supplied by local governments.

CONRAIL suffered a major accident on the evening of Thursday, March 24 when Train ALPY-4 derailed 23 cars in and near the Flat Rock tunnel, only a few yards from the Schuylkill Expressway in Belmont Hills, Lower Merion Township. The 119-car train was bound from Allentown to Alexandria, VA. A tank car loaded with sulfuric acid and another loaded with fish oil were punctured, and several thousand gallons of the two substances drained into the nearby Schuylkill River before the leaks were contained. The Expressway was closed to all traffic during the night of the accident but was reopened in time for the next morning's rush hour. Crews worked around the clock removing the wrecked cars and laying new panel track on the former Reading freight-only line, which was reopened to traffic on Sunday, March 27. The derailment was blamed on a metal rod which dropped from a covered hopper car, prying the rails in the tunnel out of line.

CONRAIL is the 18th largest employer in the Philadelphia area, with 5,400 employees, according to figures published in the Philadelphia Business Journal. The Federal government is #1, with 71,000 workers and SEPTA is 13th with 7,320 employees, the survey showed. Conrail has about 40,000 employees systemwide.....The plan of Shore Fast Line, a new shortline railroad, to purchase two CONRAIL branches near Atlantic City, is to become effective this month. Under the plan SFL would operate over NJ TRANSIT's Atlantic City mainline to interchange with Conrail at Winslow Junction, NJ.



PHILADELPHIA EXPRESS (Continued from Page 7)

A Presidential Emergency Board, acting in the contract dispute between CONRAIL and the Brotherhood of Locomotive Engineers (see March Cinders), has recommended that the union accept a 12 percent reduction in pay, the same as 15 other Conrail unions have already done. The board also recommended that the two parties appoint a commission to study the union's demand for a guaranteed differential in earnings above those of conductors and trainmen. This is the issue which prompted a four-day BLE strike last September against other major railroads, which was settled by Congressional action denying the union's claim. Under Federal law, the union will be free to strike Conrail after April 29 if no agreement is reached.

Federal Railroad Administrator Robert W. Blanchette told a Congressional subcommittee last month that DOT is "going forward with the sale of CONRAIL as a single entity," and that it is "virtually impossible" for Conrail to fail the first of two profitability tests provided by law. The dates of those tests are June 1 and October 1 of this year. If Conrail is judged to be profitable, DOT will be empowered to proceed with a single-entity sale of the railroad, but if a buyer cannot be found by late 1984 it could then be sold in pieces. To date, only Conrail's unionized employees have formally notified DOT of their interest in purchasing the company, but Mr. Blanchette said that any prospective buyer--whether it be a labor organization, another railroad or an outside corporation--would need to have "deep pockets." He said that DOT did not want the railroad "back on the courthouse steps in another reorganization." U. S. Railway Association Chairman Stephen Berger testified that a key element in Conrail's long-term profitability is the role of rail labor "as an equity participant" in any future private sector operation of the railroad. Conrail Chairman L. Stanley Crane, who also testified, said that he thought his company would be most attractive to a wealthy western or southwestern railroad as part of a transcontinental rail system. Mr. Crane also requested new legislation extending the expedited abandonment procedures which are due to expire in November. Conrail has used these procedures to abandon or sell lightly-used branchlines comprising about 15 percent of its system (AAR Rail News Update and Journal of Commerce).

CONRAIL last month issued a 36-page Annual Report for 1982, showing net income of \$174 million on revenues of \$3.6 billion, its best performance in seven years of existence.....CONRAIL operated an inspection special from Reading to Pittsburgh and return on March 23-25, using E8A #4022 with office cars #1 and 2, parlor #12 and inspection car #10. The entire train, including the locomotive, was painted in fresh dark green paint with gold CR logos, lettering and numbers, which Conrail management believes is more "businesslike" than the standard blue and white paint scheme (Harrisburg Sunday Patriot-News).....CONRAIL has purchased Santa Fe business car #55, built by Pullman in 1923. It is believed that the car will be converted into a track geometry car (Wichita Chapter Dispatcher).

The ICC has stayed its decision ordering CONRAIL to negotiate a reciprocal switching agreement with the DELAWARE & HUDSON in the Philadelphia area (see January Cinders). Conrail has appealed the original ruling. ....PennDOT has advertised for contractors to assume freight operations on nine short branches in Eastern Pennsylvania, including SEPTA's Doylestown branch and the Colebrookdale industrial track near Pottstown (Wilmington Chapter Transfer Table).....CONRAIL is no longer operating the middle section of its Chester Valley secondary track, which extends for 21 miles from Bridgeport to Downingtown, Chester County. Instead of serving the entire branch from Abrams yard near Bridgeport, most customers are now switched by a crew out of Thorndale yard, on AMTRAK's Harrisburg mainline near Downingtown.

CONRAIL has "stretched" 500 of its 40-foot piggyback trailers to 45 feet to make them more competitive with equipment furnished by over-the-road truckers. The longer trailers can easily be identified by the large "45" on the nose. Conrail's trailer fleet numbers about 5,000 units.....CONRAIL is painting some of its locomotives with test paint, in an effort to get longer life from each application. For example, GP38's #7954 and 8157 are now dressed in blue duPont Imron (Hawk Mountain Chapter Hostler).....Ringling Bros.' 39-car "Red Unit" circus train was interchanged from CHESSIE to CONRAIL at Philadelphia on the morning of March 28, enroute from Baltimore to New York. The same train will return to Philadelphia June 6--the circus will perform at the Spectrum June 7-19.

Richard H. Steiner, CONRAIL's vice president-marketing, has resigned to become executive vice president of Emery Air Freight System. Steiner took a leading role in promoting deregulation of the railroads and became a leading figure in rail marketing efforts.....A consultant for PennDOT has found that conventional private-sector financing could provide the estimated \$961 million to electrify CONRAIL's 248-mile mainline between Harrisburg and Conway yard near Pittsburgh. The consultant, Ernst & Whinney, also found that the return on investment of such a project would be too low to interest Conrail itself in launching the project (Harrisburg Patriot).

AMTRAK's "All Aboard America" excursion fares are good through the end of May, but the last day that these special round-trip coach tickets may be purchased is May 1. A fare of \$125 applies between any two stations in the eastern third of the country, also within the central or western regions. For travel between points in adjoining regions the fare is \$225 and for three regions--such as a coast-to-coast trip--it's \$299. Tickets are good in sleeping car space upon payment of an accommodation charge. These attractive fares are Amtrak's answer to cut-rate airline competition, and are helping to build volume which had been declining from a year ago.

**ALL  
ABOARD  
AMTRAK**

AMTRAK directors have voted to spend \$6.7 million to renovate the 95-year-old station in Harrisburg. The Harrisburg Redevelopment Authority will take title to the building and Amtrak will lease it back for about \$200,000 a year (Mid-Atlantic Rail Passenger).....AMTRAK will spend \$4.5 million on its Harrisburg-Phila-



PHILADELPHIA EXPRESS (Continued from Page 8)

delphia mainline this year for bridge repairs, fencing, catenary work and 20 miles of welded rail (Harrisburg Chapter Rail Review).....AMTRAK plans to streamline its operations in West Philadelphia by taking the 52nd Street jumper bridge out of service this year. A new switch will be installed for Ivy Ridge commuter trains and many yard tracks will be removed. The change results from reduced freight traffic in the area and CONRAIL's sale of its 44th Street yard property to the City for redevelopment.

Philadelphia will lose the Army-Navy game this year to Pasadena, CA, but under an agreement with the Defense Department the game will return to Veterans Stadium in 1984 for at least five more years. For the first time since World War II there will be no Army-Navy special trains in South Philadelphia this year.....AMTRAK is reported to be selling two surplus E8 diesels to CONRAIL, to supplement E8 #4022 (ex-Erie Lackawanna #833)... ..Sperry Rail Service detector car #146 was spotted at 30th Street on April 1, in the latest SRS paint scheme of yellow body with wide black stripe. The car was built new in 1975.....The rickety overpass at Paoli will be rebuilt. Work began last month.....The \$1-million refurbishing of Trenton station, begun in 1981, appears to be progressing very slowly. It is the second rebuilding of this station in the last decade.

AMTRAK says it is now losing only one percent of calls made to its reservation centers, versus 24 percent in late 1981.....The NBC television series "Real People" will run another show on AMTRAK, due to air next September. Filming will be done on board the Lake Shore Limited from Chicago to Boston May 21-22 and may include later scenes on the Northeast Corridor. Last fall "Real People" did two shows on the Sunset and the Eagle (Rail Travel News).....Part of AMTRAK's latest advertising campaign, featuring the "All Aboard Amtrak" slogan, includes bumper stickers reading "Maybe your next flight should be on a train." These stickers were handed out at the March Philadelphia Chapter meeting and will be available at the April meeting also.....AMTRAK Express Magazine, which has been distributed free to Corridor passengers for the past two years, went nationwide in January (RRE Journal).

AMTRAK is now taking public comments on its proposed "auto-ferry" service between the Washington, DC area and Florida and expects to start operations by the end of the year. Projections show that the trains will carry up to 140,000 passengers a year and show a profit. It is likely that the former Auto-Train terminals at Lorton, VA and Sanford, FL will be used, as well as some ex-A-T auto-carrier cars.

New Jersey DOT held public meetings last month in Hammonton and Haddonfield, NJ to discuss the resumption of passenger service to Atlantic City (see February Cinders). AMTRAK is expected to operate deluxe trains between 30th Street Station, Philadelphia, and the shore resort, but South Jersey residents expressed displeasure that these "gamblers' specials" will make only one stop in their area. Repair work on the former PRSL mainline is to be funded partially by a \$30 million appropriation from Uncle Sam, with \$10 million to be spent in the current fiscal year and in each of the next two fiscal years. The Reagan Administration's 1984 budget, however, proposes that the Atlantic City funding be deleted.

The ICC has issued its long-awaited ruling that AMTRAK must use the "avoidable cost" accounting method in charging other carriers for use of Northeast Corridor tracks. Amtrak had strongly resisted the move away from its previously "fully allocated" method, contending that the change would cut 1982 trackage payments by \$23.8 million from \$66 million in 1981 (the ICC's ruling is retroactive to January 25, 1982). CONRAIL, SEPTA and NJ TRANSIT had strongly supported the shift to avoidable costing.

The agreement signed last year by AMTRAK and the United Transportation Union (see December Cinders) combines five different on-train positions into two job classifications: passenger conductor and assistant passenger conductor. The position of fireman (also a UTU job) was abolished. Crew levels now vary with train length: trains of less than seven cars operate with one conductor and one assistant, a second assistant being added to longer trains. About 500 UTU members working in the NEC are affected by the agreement, which became effective January 1, 1983 and will be phased in over a three-year period. Prior to that date the employees worked for CONRAIL under the traditional time-mileage pay formula, but Amtrak's pioneering contract provides that employees be paid straight time for a basic eight-hour day, with overtime rates for additional work (NARP News).....Former U.S. Senator Birch Bayh of Indiana has been named as neutral public chairman on AMTRAK's Joint Labor/Management Productivity Council. Under agreements signed last year with the UTU, the Brotherhood of Locomotive Engineers and other unions, the council includes one member from each labor organization, an equal number from Amtrak and a neutral chairperson. It is designed to give labor a direct involvement in analyzing Amtrak operations and in promoting greater efficiency (Amtrak News).



PATCO increased its fares an average of 15.8 percent effective March 20, the first increase since August 1981 when fares went up 26.3 percent. A ticket from Philadelphia to Lindenwold now costs \$1.60 instead of \$1.45.....PATCO has formally dropped its plans for an extension to Atco, NJ, and is considering instead a rail shuttle operation between Lindenwold and Atco using former PRSL tracks.....Word is about that the NEW HOPE & IVYLAND may soon dispose of its four elderly Baldwin diesels.....Chapter Member Larry DeYoung and fellow CONRAIL Employee Bob Davis have authored a piece on "Freight Car Pooling" in the April issue of Railroad Model Craftsman.....

Both RMC and Model Railroader Magazines are celebrating their 50th anniversaries in 1983.

It looks as if the highly-publicized ACE-3000 project has been put on the back burner. American Coal Enterprises, founded by well-known Railfan Ross Rowland, Jr., has been attempting to sell the idea of a computer-controlled, coal-fired reciprocating steam locomotive and both CHESSIE SYSTEM and BURLINGTON NORTHERN were reported negotiating with ACE. Several construction sites were considered, including Reading locomotive shops, but it was decided that the prototype units would be built in Canton, OH. Now, however, it appears that no con-

### PHILADELPHIA EXPRESS (Continued from Page 9)

tracts will be signed for the rest of this year at least.....Meanwhile, General Electric and BN have signed a \$50 million contract for 67 3,100-hp cabless diesel locomotives and three prototypes of GE's new B30-8 unit. The agreement includes a locomotive research and development program for the use of processed coal in internal combustion engines. GE will carry out the R&D at its Erie, PA facility.

U. S. railroads took delivery of 520 new or rebuilt locomotives and 18,736 freight cars last year, compared with 756 locomotives and 46,001 freight cars in 1981. A total of 440 rail passenger and rapid transit cars were delivered to U.S. properties in 1982 (Railway Age).....Baltimore Chapter will run a Royal Blue Express excursion via the CHESSIE from Baltimore to Philadelphia and return on April 30(see "Extra List"). The train, which may use gold-painted GP40 diesel GM-50, is due at 24th & Chestnut about 12:30 PM..... Paul and Carol Vassallo of Glenmoore, PA have donated an ex-CANADIAN NATIONAL wood-sided observation car to WILMINGTON & WESTERN, Marshallton, DE. Formerly stored at the BLACK RIVER & WESTERN, Ringoes, NJ, the 65-foot car will be added to the rear of W&W excursion trains on special occasions (HRCV Lantern).

A 36-inch-long brass model of Atlantic City Railroad Camelback locomotive #26 has been found in a Vineland (NJ) appliance store. The model, designed to operate by electricity, is believed to have been ordered by the railroad itself.....STRASBURG RAIL ROAD carried 346,521 revenue passengers in 1982, down slightly from the 353,457 in the previous year.....DAYTON, OH this month celebrates the 50th anniversary of its trackless trolley system, the first such system constructed in the state and the last still in operation (DRHS Ties & Tracks).....Baldwin-built VO-660 #6712 has been donated to the Railroaders Memorial Museum, Altoona, PA. The 1940-vintage unit, still equipped with its original De La Vergne engine, has been in regular service at the Standard Steel plant in Burnham, PA.

Greyhound Corp. has decided to eliminate almost ten percent of the 14,000 locations it serves nationwide, as a result of the recently approved deregulation of the bus industry. Thirty-four communities in Pennsylvania will lose service, including those along U.S. 30 between Philadelphia and Exton paralleled by AMTRAK's Harrisburg service.....Senator Robert Packwood of Oregon has introduced a bill to create a National Transportation Commission, which would combine the regulatory functions of the ICC, the Civil Aeronautics Board and the Federal Maritime Commission.

The Philadelphia & Reading Railway, predecessor of the Reading Company, was chartered on April 4, 1933. This month is the 150th anniversary of the Reading, which is being marked by several events at the Historical Society of Berks County in Reading (see "Extra List"). A special sesquicentennial emblem has been created for the occasion.....Ex-Reading T-1 4-8-4 #2100 is still at Hagerstown, MD, awaiting its move to the museum in Strasburg. It's stuck in Hagerstown because of a broken turntable at the WESTERN MARYLAND enginehouse.

Steamtown U.S.A. will move its operations from Bellows Falls, VT to Scranton, PA by 1984, according to an announcement last month. Plans are being made to set up the museum in downtown Scranton and to operate steam excursions over both CONRAIL and D&H trackage, possibly this summer. The former Lackawanna station in Scranton will also be converted into a 155-room hotel.....The NRHS spring directors meeting will be held May 7-8 in Bluefield, WV.....CSX Corp has reported net income of \$338.4 million for 1982, compared with a record \$367.7 million in the previous year. CSX is the holding company for CHESSIE SYSTEM and SEABOARD SYSTEM RAILROADS.

#### PHILADELPHIA EXPRESS SECOND SECTION :

In late-breaking news, NJ TRANSIT resumed full commuter rail service on Monday, April 4, with all lines reported operating normally. Members of United Transportation Union's Conrail North Division approved a new contract with NJT on April 2, ending a 33-day strike..... On April 4, workers who operate Red Arrow buses and trolleys overwhelmingly ratified a new three-year contract with SEPTA, averting a strike threatened for the next day..... AMTRAK in late March began using lashups of eight 800-series Metroliners on Trains 600 and 617 between Harrisburg and Philadelphia's 30th Street Station. These trains, handling substantial numbers of displaced SEPTA commuters from and to Malvern, had been running with AEM-7 locomotives and Heritage coaches since the strike began on March 15.

#### TRANSIT STRIKE AVERTED; RAIL WORKERS WALK OUT (Continued from Page 1)

sion, but Red Arrow salary levels would remain below those of CTD. At this writing, the union had granted SEPTA a three-day contract extension to permit further talks which it hoped would head off a strike. In addition to the 30,000 daily riders who normally use Red Arrow service, up to 9,000 displaced rail commuters are believed to have shifted from the commuter trains to Red Arrow buses and trolleys.

\* \* \* \* \*

While the short-term effects of the commuter rail shutdown appear to be minimal, many business and political leaders have been worrying about the possible loss or curtailment of the system and the long-term impact this would have on the region. While ridership on the 12 area rail lines has been declining for some time--it dropped from 45,000 to an estimated 38,000 riders per day after SEPTA's takeover on January 1--their importance in terms of future economic development and quality of life cannot be overlooked. Without its commuter rail system the Philadelphia area will have lost a transportation asset of incalculable value, and will find it more difficult to attract the new businesses and new people that it needs to remain economically viable. Preservation of the rail network, these leaders agree, should be of top priority for all concerned with the future of the Delaware Valley.



# Norfolk Southern Steam Excursion Schedule - 1983

Norfolk Southern Corp. has announced the following schedule of excursions to be operated this year on various Norfolk & Western and Southern Railway lines.

Former Savannah & Atlanta Pacific #750 marks its return to active service after several years of idleness. On several trips it will be assisted by Southern's famed green-and-gold FP7 diesel locomotives. Recently-restored N&W J-class #611 will be used on most long-distance trips, as indicated. Two other steam locomotives, 2-8-4 #2716 and 2-8-2 #4501, still await repairs and will not be operated in 1983.

All ticket orders and inquiries should be directed to the sponsoring organizations shown after each entry.

DATE	ROUTE	POWER	SPONSOR
April 16	Richmond-Roanoke, VA and return (611 Burkeville-Roanoke going trip only)	Diesel	ODC
April 23	Roanoke-Walton, VA and return (2 trips)	611	RTM
April 24	Roanoke-Martinsville, VA and return	Diesel	RTM
April 30	Roanoke, VA-Salisbury, NC, one-way ferry	611	RCN
May 1	Salisbury, NC-Atlanta, GA, one-way ferry	611	RCN
April 30	Chattanooga, TN-Birmingham, AL and return	750	TVRM
May 1	repeat of above trip		
May 7, 15	Atlanta, GA-Chattanooga, TN and return	611	ACN
May 8, 14	Atlanta, GA-Toccoa, GA and return	611	ACN
May 21, 22	Memphis, TN-Iuka, MS and return	750	SJ
May 28, 29	Huntsville, AL-Chattanooga, TN and return	750	NAR
June 4, 5	Knoxville, TN-Middlesboro, KY and return	750	OS
June 4, 5	Birmingham, AL-Chattanooga, TN and return	611	HOD
June 11, 12	Bristol-Radford, VA and return	750	WCN
June 25, 26	Alexandria-Front Royal, VA and return	750	WA
July 2	repeat of above trip		
July 3,9,10	Alexandria-Charlottesville, VA and return	611	WA
July 17	Alexandria-Richmond, VA one-way ferry	611 & 750	WA
July 21	Richmond-Balcony Falls, VA and return (C&O)	611	ODC
July 22	Richmond-West Point, VA and return	FP7's	ODC
July 23	Richmond-Keysville, VA and return	750	ODC
July 24	Richmond-Norfolk, VA and return (611 off at Petersburg on return)	611	ODC
July 25-28	Petersburg, VA-Chicago, IL one-way ferry via N&W	611	RCN
July 30, 31	Chicago, IL-Fort Wayne, IN and return	611	TC

### SPONSORS:

ACN - Atlanta Chapter, NRHS  
P. O. Box 87246  
Atlanta, GA 30337

RTM - Roanoke Transportation Museum  
802 Wiley Drive, SW  
Roanoke, VA 24015

HOD - Heart of Dixie Chapter, NRHS  
P. O. Box 254  
Birmingham, AL 35201

SJ - Sentimental Journey, Inc.  
P. O. Box 17672  
Memphis, TN 38117

NAR - North Alabama Chapter, NRHS  
P. O. Box 4163  
Huntsville, AL 35802

TC - 20th Century Railroad Club  
1237 Olympus Drive  
Naperville, IL 60540

ODC - Old Dominion Chapter, NRHS  
P. O. Box 8583  
Richmond, VA 23226

TVRM- Tennessee Valley Railroad Museum  
4119 Cromwell Road  
Chattanooga, TN 37421

OS - Old Smoky Chapter, NRHS  
P. O. Box 601  
Knoxville, TN 37901

WA - Washington Area Chapters, NRHS  
Chesapeake Division, RRE  
P. O. Box 456  
Laurel, MD 20810

RCN - Roanoke Chapter, NRHS  
P. O. Box 13222  
Roanoke, VA 24032

WCN - Watauga Chapter, NRHS  
P. O. Box 432  
Johnson City, TN 37601

# HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

(1983 Season)

Here is Cinders' annual status report on well-known steam locomotives recently operated or expected to operate on mainline railroads in the United States and Canada:

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	REMARKS
611	4-8-4	N&W	City of Roanoke, VA	In service on NS	Restored for excursion service in 1982. To operate full schedule this year.
614	4-8-4	C&O	Steam Locomotive Corp. of America	Hagerstown, MD (WM shops)	Last operated in 1981 on <u>Chessie's Safety Express</u> . Future not known.
722	2-8-0	SOU	Southern Ry.	Birmingham, AL (SOU shops)	Out of service, no plans for restoration.
750	4-6-2	FEC	Atlanta-NRHS	Birmingham, AL (SOU shops)	Repaired 1983. To operate full excursion schedule on NS.
765	2-8-4	NKP	Fort Wayne RR Historical Soc.	Fort Wayne, IN	To operate excursions in Midwest this year, mostly on NS.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont. (National Museum)	Excursions planned out of Ottawa this year.
1225	2-8-4	PM	Michigan State Trust	Owosso, MI	Under restoration for several years. Possible test runs in 1983.
1385	4-6-0	CNW	Mid-Continent Ry. Museum	Green Bay, WI (CNW shops)	To operate excursions on CNW this year.
2102	4-8-4	RDG	Rails Diversified of Ohio	Brownsville, PA (MRY shops)	Restoration in progress.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL (SOU shops)	Operated in 1982 until withdrawn for repairs. Will not be rebuilt this year.
2839	4-6-4	CP	Royal Hudson Locomotive Co.	Marshallton, DE (W&W shops)	Operated one excursion in 1982. Possible mainline use this year.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, B.C.	Scheduled for regular excursion service on BC Ry. this year.
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Restored in 1981. Occasional use on UP excursions this year.
4070	2-8-2	GTW	Midwest Ry. Historical Found'n.	Cleveland, OH	Expected to continue Saturday-only excursion schedule this year Cleveland-Akron, OH.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Ex-Freedom Train engine restored to SP "Daylight" colors in 1981. Future uncertain.
4501	2-8-2	SOU	Tenn. Valley RR Museum	Birmingham, AL (SOU shops)	Out of service since 1981. Intended for restoration.
6060	4-8-4	CN	Canadian National	Edmonton, Alta.	Retired from CN excursion service. Use uncertain this year.
8444	4-8-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Longtime UP excursion loco. Received repairs in 1982 and will operate occasional trips this year.

## KEY TO RAILROAD ABBREVIATIONS

C&O - Chesapeake & Ohio Railway  
 CN - Canadian National Railways  
 CNW - Chicago & North Western Ry.  
 CP - Canadian Pacific Railway  
 FEC - Florida East Coast Railway  
 GTW - Grand Trunk Western Railroad  
 MRY - Monongahela Railway

N&W - Norfolk & Western Railway  
 NKP - Nickel Plate Road  
 NS - Norfolk Southern Corp. (N&W and SOU Railways)  
 PM - Pere Marquette Railway  
 RDG - Reading Company

SOU - Southern Railway System  
 SP - Southern Pacific Lines  
 UP - Union Pacific Railroad  
 W&W - Wilmington & Western Railroad  
 WM - Western Maryland Railway

## RAILROADS GET FEATURED ROLE IN CURRENT MOVIES

The railroads have made a big comeback in filmland--or so it would seem if you've been to the movies lately. Rail scenes continue to appear on television as well, but let's take a look at some recent big screen productions.

The following was written by Buffalo Chapter Member Doug Smith, who is entertainment critic for Channel 4 in Buffalo. It originally appeared in Empire State Express, the newsletter of Buffalo Chapter, NRHS.

"Best Friends," the made-in-Buffalo movie with the Grand Central Terminal scenes, had about a ten-minute segment of Burt Reynolds and Goldie Hawn traveling cross country by train. That they arrived in Central Terminal by daylight comes well within the realm of artistic license. So, too, did their complications in the cramped quarters of an Amtrak bedroom; most NRHS members fare better, we have no doubt.

Reynolds' annoyance with the tone-deaf lad thumping the piano in the Amtrak lounge earned much sympathy, and even the Los Angeles terminal scenes seemed accurate. So why then, in mid-trip, did the makers of "Best Friends" cut away to a night time scene of a Santa Fe locomotive -- probably a model, at that?

All things considered, we give "Best Friends" a rating of three units out of a possible four.

"Tootsie" has Dustin Hoffman dressing up as a woman and fooling everybody, but the movie-makers didn't fool around when Tootsie went visiting some undefined upstate New York spot for the weekend. She went up on Amfleet and back on Turbo. It's only a bit part for Amtrak but perfectly played, and "Tootsie" rates two toots--for "go".

In "The Verdict," Paul Newman flies the Eastern shuttle when he needs to get to New York City in a hurry, but when he needs a witness at a low cost and leisurely pace the fellow takes Amtrak from New York to Boston, and Newman meets him in South Station. The locomotive is No. 213, and what I noticed most was the protective screen across the windshield. I find in favor of the director in "The Verdict's" railroad scene.

Grade crossings are Richard Pryor's stage in two scenes in "The Toy." First, he's distracted and almost mowed down by a Kansas City Southern freight; later, an Amtrak arrival holds up traffic and allows him to peddle illicitly-printed newspapers. Only one hitch: the setting is Baton Rouge, LA and Amtrak doesn't go there. A detour, perhaps.

Public TV's "Nova" program on high-speed trains was a disappointment to this railfan. The programmers seemed to have about enough material for a half-hour but they had to pad it out to an hour with interminable scenes of American and Japanese experts conferring and shaking hands. It held a lot of promise but, like the Moffat Tunnel, once you got into it, it was a pretty big bore.

Late but worth waiting for was "Gandhi," an epic of more than three hours with generous servings of steam, first representing 1893 transit in South Africa, then three steam-powered scenes spanning 1915-1935 in India. The South African scene seems a little modern for 1893 -- I'd peg the equipment at closer to 1915, but I personally think that's close enough.

The scenes in India are simply wonderful, particularly of a rigid-frame 4-8-0 loping along in silhouette at sunset, and later another loco hauls a train so jammed with passengers that dozens of them are riding on the roof, a circumstance peculiar to that country at that time.

Ads for the movie "Sting II" tell us that "the con is on," and railfans will find themselves getting a real con job from this bunko sequel. The movie includes scenes shot inside what purports to be Pennsylvania Station in New York, and the sign is patently a frame-up. Passengers on this 1940 train then board stainless steel coaches and the train pulls away from Penn Station to these sound effects: "Whoo-whooh . . chug-chug-chug."

A nice visual touch is a Pennsy drumhead on the last car, but close inspection shows the car painted not in Pennsy colors, but in some half-hearted B&O grays and blues with a red stripe that might be rust.

Railroad car interiors -- coach and compartment -- are good enough, but for the most part, this "con" has all the class of Conrail.

SHORT HAULS: A few new-style Toronto trolley cars show up in "Videodrome".....The French import "Diva" has some amusing sequences in a chase scene involving a motorbike and the Paris metro.....It was good to see the 1972 "Molly Maguires" on Channel 7's Sunday afternoon movie February 13. The three-foot-gauge Carroll Park & Western near Bloomsburg, PA, employed for "Molly" railroad sequences, has since been swept away in a flood.

## OVERLAND CHAPTER TO OPERATE EUROPEAN, NEW ENGLAND TOURS

Overland Chapter, NRHS will sponsor three tours this year. They are: "Scandinavian Rails 83" including railroads of Denmark, Sweden, Finland and Norway (June 10-26); "Britain by Rail and Sea" to Great Britain (July 19-August 2), with return to the U.S. on board the Queen Elizabeth 2; and "New England Rails" to Massachusetts, New Hampshire and Maine (September 15-24).

This group has many years' experience in operating rail-oriented trips in North America and overseas. Inquiries may be addressed to: Overland Chapter, NRHS, 320 Wisconsin Avenue, #511, Oak Park, IL 60302.

## CONRAIL MOTIVE POWER ROSTER SUMMARIZED

On the following page Cinders presents a summary of Conrail's present locomotive fleet, which totaled 3,646 units on March 1, 1983. No less than 62 different models or modifications may be found in this highly diversified roster, though the fleet has been reduced in size by over 1,000 units since 1980. The last Alco-built units still containing their original prime movers were retired earlier this year and eight E44 electric freight locomotives have been transferred to New Jersey Transit for possible use in passenger service.

About 75 diesel locomotives and all 68 remaining electrics were set aside for retirement and, as of mid-March, nearly 1,100 units were stored because of depressed traffic levels. However, Conrail last month placed orders for 100 new units at a cost of \$114 million, to be delivered during the second half of 1983. Sixty will be 3,700-hp B36-7's from General Electric and 40 will be 3,500-hp SD50's from Electro-Motive.

It is interesting to note that Conrail owns what may be the oldest active non-steam locomotive on any Class I railroad in the U.S. It is SW1 #8400, a 600-hp switcher built for the New York Central in February of 1939 and currently assigned to Collinwood shops, Cleveland, OH. Trains Magazine last year identified #8400 as the Class I longevity champion and the elderly unit was still in service as of a few weeks ago. At least two GGI electrics built a month earlier remain on NJ Transit's active roster, but the passenger agency does not qualify as a Class I carrier under Interstate Commerce Commission standards.

On January 1, 1983 Conrail transferred a total of 75 locomotives to three regional passenger authorities as part of their takeover of commuter rail service. The following went to Metro-North Commuter Railroad, New York: B23-7 (7), FL9 (37), GP8 (1), GP9 (1), RS3M (1); to NJ Transit: GP40P (13), E44a (8), GP9 (4); to SEPTA: GP9 (2), SW7 (1).

It is expected that Conrail will continue retiring substantial numbers of its older locomotives, particularly GP7's, GP9's and GP35's now in storage, in spite of increased traffic volumes this year which will result in the recall of many stored units to active service. Delivery of the 100 new high-horsepower locomotives will accelerate the retirement program, as older units are traded in to the manufacturers. The market for used locomotives remains brisk, however, and many of the departed units will not be scrapped, finding their way instead onto shortline railroads around the nation.

A note of caution about the Conrail roster: the number blocks do not necessarily indicate that all locomotives within those blocks are still on the books. Instead, the number shown in the right-hand column for each model indicates the actual number of units remaining within each number block.

## CONRAIL FREIGHT SCHEDULES UPDATED

The following changes, additions and deletions should be made in Conrail's Eastern Region freight schedules, as published in the March issue of Cinders:

WEST AND SOUTHBOUND

ALCG-A - Withdrawn.

ALCG-B - Withdrawn.

ALCG - Allentown 1700, Pittston 2100, Sayre 0100.

OIPY - (changed to Wednesday through Saturday) Port Reading Jct. 0355, West Trenton 0500, Nicetown \*0655, Zoo 0735, Edge Moor 0830, Perryville 1025 (no change elsewhere).

SEEN - North Bergen 0645, Oak Island \*1015 (no change elsewhere).

SEPY - North Bergen 1000, Kearny \*1145 (no change elsewhere).

TV-23 - (Saturday only) Kearny 1730, Port Reading Jct. 2015, West Trenton 2110, Nicetown 2200, Zoo 2230, Edge Moor 0015, Perryville 0100, Baltimore 0150, Potomac Yard 0415 (no change in Monday through Friday schedule).

TV-27 - Edge Moor 1900, Perryville 2245 - via Port Road - Columbia 0300, Harrisburg \*0445 - to Conway.

WJPJ-1 - (Except Sunday) Allentown 0600, Pittston 1000.

EAST AND NORTHBOUND

CGAL-A - Withdrawn.

CGAL-B - Withdrawn.

CGAL - Sayre 2015, Pittston 0001, Allentown 0430.

PIAB - Harrisburg \*0315, Reading 0615, Abrams 1015.

PIOI - (changed to daily) Harrisburg \*0345, Reading 0545, Bethlehem 0830, Port Reading Jct. 1045, Oak Island 1245.

TV-25 - Baltimore 2300, Perryville 0030 - via Port Road to Harrisburg.

WJPJ-2 - (Except Saturday) Pittston 2359, Allentown 0400.

Trains operate daily unless as otherwise indicated. Times shown are arriving or passing times, except at first point of departure. An asterisk (\*) denotes crew change point. Refer to March Cinders for schedules of other area freight trains and complete list of origin and destination symbols.



# Conrail Locomotive Roster

(Connected to March 1, 1983)



ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS
1000 - 1023(a)	MT-4	Alco	1000	B-B	24	6865 - 6883	U33C	GE	3300	C-C	18
1100 - 1128(a)	MT-6	Alco	1000	C-C	29	6884 - 6896	U36C	GE	3600	C-C	13
1600 - 1699	GP15-1	EMD	1500	B-B	100	6925 - 6959	SD38	EMD	2000	C-C	35
1900 - 2023	B23-7	GE	2250	B-B	117	6998, 6999	SD7	EMD	1500	C-C	2
2100 - 2112	GP20	EMD	2000	B-B	13	7001 - 7483	GP9	EMD	1750	B-B	172
2168 - 2249	GP30	EMD	2250	B-B	82	7496 - 7499	GP18	EMD	1800	B-B	4
2250 - 2399	GP35, 35M	EMD	2500/2250	B-B	99	7506	GP9	EMD	1750	B-B	1
2500 - 2685	U25B	GE	2500	B-B	133	7513 - 7597	GP10	EMD	1850	B-B	76
2700 - 2798	U23B	GE	2250	B-B	99	7656 - 7939	GP38	EMD	2000	B-B	272
2800 - 2816	B23-7	GE	2250	B-B	17	7940 - 8281	GP38-2	EMD	2000	B-B	336
2822, 2823	U28B	GE	2800	B-B	2	8400 - 8587	SW1	EMD	600	B-B	16
2830 - 2849	U30B	GE	3000	B-B	19	8600 - 8627	SW8	EMD	800	B-B	27
2890 - 2970	U33B	GE	3300	B-B	79	8632 - 8663	SW900, 900M	EMD	900	B-B	26
2971 - 2974	U36B	GE	3600	B-B	4	8664 - 8687	SW8M	EMD	800	B-B	22
3000 - 3274	GP40	EMD	3000	B-B	182	8689 - 8700	SW8	EMD	800	B-B	10
3275 - 3403	GP40-2	EMD	3000	B-B	128	8701 - 8721	SW900	EMD	900	B-B	21
3620 - 3692	GP35, 35M	EMD	2500/2250	B-B	50	8836 - 8921	SW7	EMD	1200	B-B	70
3832 - 3839(b)	GP9B	EMD	1750	B-B	3	8922 - 9001	SW9	EMD	1200	B-B	67
4022	E8A	EMD	2250	A1A-A1A	1	9008	SW9M	EMD	1200	B-B	1
4400 - 4437(c)	E44	GE	4400	C-C	38	9009 - 9026	SW9	EMD	1200	B-B	18
4438 - 4457(c)	E44a	GE	5000	C-C	20	9036 - 9041	SW7	EMD	1200	B-B	6
4601 - 4610(c)	E33	GE	3300	C-C	10	9043, 9044	SW9	EMD	1200	B-B	2
5400 - 5462	GP8	EMD	1600	B-B	48	9045 - 9049	SW7	EMD	1200	B-B	5
5604 - 5999	GP7	EMD	1500	B-B	139	9059	SW9	EMD	1200	B-B	1
6000 - 6051	SD35, 35M	EMD	2500/2250	C-C	52	9061 - 9094	SW7	EMD	1200	B-B	28
6066 - 6239	SD45, 45M	EMD	3600/3400	C-C	102	9095, 9096	SW9	EMD	1200	B-B	2
6240 - 6357	SD40	EMD	3000	C-C	111	9097, 9098	SW7	EMD	1200	B-B	2
6358 - 6524	SD40-2	EMD	3000	C-C	165	9113 - 9140	SW9	EMD	1200	B-B	25
6600 - 6609	C30-7	GE	3000	C-C	10	9150	SW7	EMD	1200	B-B	1
6654 - 6666	SD45-2	EMD	3600	C-C	13	9151 - 9194	NW2M	EMD	1000	B-B	28
6667 - 6699	SDP45	EMD	3600	C-C	33	9195 - 9300	NW2	EMD	1000	B-B	46
6700 - 6718	U23C	GE	2250	C-C	19	9310(d)	NW2	EMD	1000	B-B	1
6800 - 6819	U25C	GE	2500	C-C	18	9315 - 9382	SW1200M	BLW	1200	B-B	68
6820 - 6834	U28C	GE	2800	C-C	15	9400 - 9424	SW1200	EMD	1200	B-B	25
6835 - 6839	U30C	GE	3000	C-C	5	9500 - 9620	SW1001	EMD	1000	B-B	119
						9621 - 9630	SW1500	EMD	1500	B-B	10
						9903 - 9999(e)	MP15	EMD	1500	B-B	91
							RS3M	Alco	1200	B-B	
											3646

### NOTES:

- (a) - Slug units converted by CR, GE
- (b) - "B" units
- (c) - Electric locomotives, 12,000 volts AC
- (d) - Repowered by EMD, originally Model VO-1000
- (e) - Repowered with EMD prime movers

### BUILDER ABBREVIATIONS:

- Alco - American Locomotive Company
- BLW - Baldwin Locomotive Works
- EMD - Electro-Motive Division, General Motors Corp.
- GE - General Electric Company

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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: \$18.00 per person, which includes Chapter and National dues. Chapter only dues \$9.00 per person per year. Dues payments should be sent to: Earle P. Finkbiner, Treasurer, 1401 Riverton Road, Cinnaminson, NJ 08077.

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# Our Meeting:

Philadelphia Chapter's April 15, 1983 meeting is expected to consist of a narrated slide talk on some foreign steam operations by John Western, from Temple University, who presented some of his slides during the intermission at the Slide Contest in February. John has visited Africa, Eastern Europe, China among his various travels, and we expect a good program.

All members and guests are encouraged to have dinner in the Club Dining Room, beginning at 6 PM. ADVANCE RESERVATIONS ARE NECESSARY, and should be made to Vice President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, APRIL 13, 1983. The cost of dinner is \$8 per person.

The program portion of our meeting begins at 7:30 PM in the Conference Room on the third floor, and the officers' meeting will be held at 7:00 PM in the first floor lounge.

Finish up your Form 1040, drop it in the mailbox and then join us on April 15. Bring a friend with you, too.

### NOTICE OF ANNUAL ELECTIONS

You are hereby notified that election of officers for Philadelphia Chapter, NRHS will take place at our regular monthly meeting, Friday, April 15, 1983, beginning at 7:30 PM. Nominations for the positions of president, 1st vice president, 2nd vice president, secretary, treasurer and national director will be taken from the floor. Officers will be elected by a majority of the members present at the April 15 meeting.

MARIE K. EASTWOOD, *Secretary*

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