



# CINDERS



December 1983

## IN THIS ISSUE

50th Anniversary - 30th Street Station.....	2
Extra List.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
ON THE SCENE, by Elbert Simon.....	9
Philadelphia Chapter Meeting Notice.....	11

Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Christmas Greetings

AND BEST WISHES FOR THE NEW YEAR



Happy Holidays!

It is customary each year at this time to place the rail transportation events elsewhere in our issue and reflect for a few moments on one of the greatest benefits of our association with NRHS, Philadelphia Chapter, and each other — friendship. It seems that life has provided most of us with a daily grind which includes pressures, arguments, problems; yet, this same life has provided us with opportunities to relax, unwind, and recharge ourselves for the challenges which lie ahead. Recreation is probably the best word to describe this function, but no one would mind, I'm sure, if we used the term "railfanning".

Each of us, no matter what our background, what our position in a career world, can enjoy a common level of understanding and enjoyment through our association with the hobby of rail transportation and its history. While music is often thought of as the "universal language", can't we also consider the steel wheel on the steel rail in the same light, for our study of the flanged wheel knows no borders or nationalities, does it?

As we pursue the preservation of the rail transportation industry, I think it proper that we pause at the end of another year to summarize some of our accomplishments, while also projecting our organization and ourselves to the future of this endeavor.

Philadelphia Chapter has continued its program of preservation of important pieces of rail equipment through the acquisition of two former Reading Company FP7 diesel locomotives. These machines were acquired on a spur-of-the-moment deal, through necessity, and we can, now that we've insured that they will be preserved for future generations, set about in 1984 to actually beginning their physical preservation. To be sure, a fund-raising drive will be required to restore the F's to operating condition, but as we learned with GG1 4935 and other projects, anything is possible.

Through our excursion program, we have made many new friends for our organization and the rail enthusiast hobby. Our successful Amtrak operation in October was the highlight of the year, and was worth every minute of the hard work put into it.

It seems strange to me that I realize this will be the last of these messages I will write as Chapter President. Your Society has provided me with a new challenge of service in the recording of rail history, and I have accepted. As we enter 1984, I trust your new officers will enjoy the same support I have enjoyed since I became President in 1972. Marie joins me in extending our best wishes for health and success in the New Year ahead.

R. L. EASTWOOD, JR.,  
President

## Rail Roadshow to Mark 50 Years of 30th Street Station



Philadelphia's famed 30th Street Station was officially opened by the Pennsylvania Railroad on December 15, 1933 and its present owner, Amtrak, will stage a Holiday Rail Roadshow to mark the occasion. A secondary purpose of the show is to promote rail passenger travel and highlight the major improvements now underway at the station, one of the largest in Amtrak's system.



At presstime, the following events had been scheduled:

Thursday, December 15, 11 AM - Ribbon-cutting ceremony and birthday party in the main concourse. Brief speeches will be made by a number of dignitaries, including Amtrak President W. Graham Claytor, Jr. Invitations have been extended to Mayor Green and SEPTA General Manager David L. Gunn. A series of drawings will be on display showing current development plans for the station. The official opening of the south arcade will take place and a new McDonald's restaurant will open for business. It is assumed that the public will be invited to these activities.

Friday, December 16 - Media preview of rail equipment on display, and reception for travel agents and invited guests aboard a Heritage lounge and diner. Local Amtrak personnel will also tour the equipment.

Saturday, December 17, 10 AM - 5 PM - Holiday Rail Roadshow open to the public. Station and platform areas will be decorated for the season and appropriate Christmas music provided. Santa Claus and Ronald McDonald will roam the station, giving away balloons and posing for pictures with the kids. Railroadiana dealers, Amtrak, SEPTA, NARP and other transportation-related organizations will have booths and exhibits in the main concourse. Amtrak will offer merchandise for sale, including its 1984 calendar which features the Auto Train. Station tenants will participate with discounts and promotions, and Amtrak will offer door prizes. The Eastern Region PRR group is coordinating a display of photographs depicting the history of the station.

Unlike previous Rail Roadshows held in other cities, no excursion train will be operated because of trackwork restrictions. However, a large number of Amtrak cars and locomotives will be on display in the station, as well as SEPTA commuter equipment, locomotives and cars furnished by Conrail, Chessie System and the Delaware & Hudson, and possibly a private railroad car.

Amtrak's preliminary plans indicate that the following equipment will be on display:

- Amcoach (refurbished for Metroliner service)
- Amdinette (refurbished for Metroliner service)
- Amcafe (refurbished for Metroliner service)
- Amfleet II coach
- Amfleet II lounge
- Heritage slumbercoach
- Heritage coach
- Heritage lounge
- Heritage diner
- Heritage 10-6 sleeper
- Amtech car #10001
- Amtech car #10002
- Exhibit car #10090
- Theater car #10091
- Track geometry car
- F40PH diesel locomotive (walk through cab)
- AEM-7 electric locomotive (walk through cab)

All Amtrak equipment will be open for inspection. No Superliner or dome cars can be displayed at 30th Street due to overhead clearance restrictions.

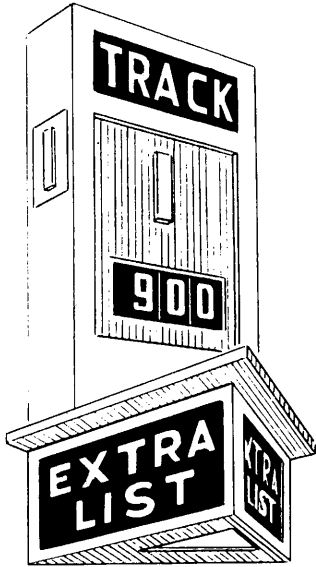
### AMTRAK 1984 CALENDAR FEATURES AUTO TRAIN

The 1984 Amtrak wall calendar features another in a series of full-color paintings by noted Rail Artist Gil Reid, this time showing the newly-inaugurated Auto Train passing the Silver Meteor near a Florida golf course.

The calendar, which displays all 12 months at a glance, sells for \$3.50 per copy (two for \$6 and three for \$8). Calendars for 1980 through 1983 are still available for the same price. To order, send check or money order to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. Allow two weeks for delivery.

### CHRISTMAS TRAIN DISPLAY AT BRANDYWINE MUSEUM

The Brandywine River Museum, Chadds Ford, PA, will present its annual "0" gauge operating train display through January 7. The Museum is open daily except Christmas from 9:30 AM to 4:30 PM. Admission is \$2 for adults and \$1 for children.



DECEMBER 3, 1983: "Santa Claus Ramble" on Black River & Western Railroad, powered by steam locomotive #60 and sponsored by Jersey Central Chapter, NRHS. First trip leaves Ringoes, NJ at 10 AM to Three Bridges and return, second trip leaves Ringoes 1 PM to Lambertville and return. Fares: \$5 adults, \$2 under 16 years, good for one or both trips. Hot beverages will be available on train. For information, contact Jersey Central Chapter, NRHS at 201-725-1483.

DECEMBER 3, 4: Greenberg's Great Train, Doll House & Toy Show at Philadelphia Civic Center, 34th below Spruce Street, Philadelphia, 11 AM to 5 PM. Admission: \$3.50 per person (children under 12 admitted free with adult). For information, telephone 301-795-7447.

DECEMBER 15: Ceremony commemorating 50th anniversary of official opening of 30th Street Station, Philadelphia, 11 AM. See story on page 2, this issue.

DECEMBER 17: Amtrak's Holiday Rail Roadshow at 30th Street Station, Philadelphia, 10 AM to 5 PM. Displays, sales booths, passenger and freight train equipment open to public. Admission free.

DECEMBER 15: Opening of exhibit entitled "Nineteenth Century Railroading in Pennsylvania" at Historical Society of Pennsylvania, 13th & Locust Streets, Philadelphia. Exhibit of watercolor paintings by J. D. Kennedy will continue for several weeks. Hours: 10 AM to 5 PM Tuesday-Friday. Admission free.

JANUARY 21, 1984: Budd RDC Ramble covering New Canaan, Waterbury and Danbury lines of former New Haven Railroad, sponsored by Branford Electric Railway Association for benefit of their Red Arrow car fund. Train will consist of two ex-NH Budd RDC's, leaving Stamford, CT station at 11 AM. Fare: Adults \$35 (Branford members \$30 — please include pass number with ticket order), children 12 and under, \$25 (Branford members \$20). Order tickets from: New Haven Trip, BERA-Red Arrow Fund, P. O. Box 2264, Short Beach, CT 06405.

FEBRUARY 8: National Geographic Society television special "Love Those Trains," Channel 12 at 8 PM, presented by Gulf Oil. Featured are steam-powered specials and ride on "Salad Bowl Express" from California to New York.

FEBRUARY 26: Spring Thaw Train Meet at Allentown Fairgrounds, Allentown, PA. Model layouts and operating displays are major exhibits. Admission: \$2.75 adults, \$1.25 children. For information, contact Allentown Train Meet Associates, 1240 Walnut Street, Allentown, PA 18102 (telephone 215-821-7886).

MARCH 11: Train Bazaar '84 at Mother Seton High School, Clark, NJ, 9 AM to 4 PM, sponsored by Jersey Central Chapter, NRHS. For information, contact Greg Buchala at 201-725-1483.

### EASTWOOD ELECTED EASTERN REGION VICE PRESIDENT

Philadelphia Chapter President R. L. Eastwood, Jr. was elected vice president-Eastern Region of NRHS at the November 13 meeting of the national directors in Tampa, FL. His election was by unanimous vote of chapters in the Eastern Region, which includes most of Pennsylvania as well as Wilmington and West Jersey Chapters.

Eastwood succeeds George C. Springer of West Jersey, who was named Senior Vice President succeeding Nelson W. Bowers of Lancaster Chapter. Bowers was elected National President of NRHS and former President V. Allan Vaughn is now Chairman of the Board.

At the November 18 Chapter meeting, Eastwood announced that he would not be a candidate to succeed himself at the annual elections in April 1984. This will end his string of 12 successive terms as president of Philadelphia Chapter, probably an all-time record in the annals of NRHS. Eastwood will remain as editor of Cinders, and will issue a regional newsletter and calendar of events beginning in January.

### DUES BILLS MAILED TO MEMBERS

NRHS membership cards and dues bills for 1984 have been received from National, the result of a new policy to eliminate the delays experienced in previous years.

Treasurer Finkbiner mailed the bills to all Chapter members during the last week in November. Dues remain at \$18 per person (\$20 for family memberships and \$9 for Chapter-only members).

All members are urged to send their dues payments as quickly as possible to:

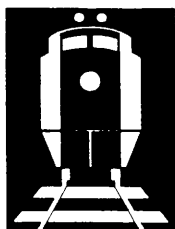
Mr. Earle P. Finkbiner, Treasurer  
Philadelphia Chapter, NRHS  
1401 Riverton Road  
Cinnaminson, NJ 08077

# PHILADELPHIA



## FRANK G. TATNALL, JR.

A walking tour last month through the new commuter rail tunnel revealed that work is nearly complete on the track, overhead wire and tunnel structure between Suburban Station and the portal at 9th & Green Streets. Considerable finishing work still needs to be done, however, particularly on the Market East station complex with its large concourse and 800-foot-long platforms.



The 1.8-mile connection between the former Reading and Penn Central commuter systems contains four tracks for its entire length, as well as a complete interlocking plant ("Arch-Vine") wholly within the tunnel which will allow crossover movements between all tracks. A possible design problem was noted with certain of the wayside signals at "Arch-Vine," their location behind pillars seeming to restrict the necessary sighting distance. Installation of cab signal equipment in the tunnel is also planned. While SEPTA's rail-grinding train has already operated through the tunnel, the first passengers will not be carried until sometime this winter when a free shuttle service is started between Suburban Station and Market East. Full service is not expected before next September, and that date could slip even further.

The City has leased three of its 12 RDC's to the BRITISH COLUMBIA RAILWAY for a ten-year period at a cost of one dollar a year with option to purchase. The three cars, #9155, 9156 and 9160, were removed from storage at the Philadelphia Naval Base in early November and were expected to leave for Canada as soon as CONRAIL could prepare them for movement. A report in Rail Travel News on this transaction incorrectly accused SEPTA of arranging the "sweetheart deal".....SEPTA cleaned out its Newtown storage yard on October 7 when SEPTA GP9 #7028 pulled seven dead RDC's to Wayne Junction (Railpace).

The SEPTA board last month approved the trade of two SEPTA-owned RDC's--#9163 and 9166--to PennDOT for two of the State-owned cars. The swap was made necessary by the terms of PennDOT's lease agreement with SEPTA requiring that its five cars be returned in operable condition. PennDOT's #9168, 9169 and 9170 have received rebuilt diesel engines but #9167 and 9171 apparently have not.

SEPTA's commuter rail service continues to suffer from track problems and equipment failures. Rush-hour delays at Suburban Station are an everyday event and a 30-mph slow order on Track 3 between 30th Street upper level and "Zoo" may not be corrected for some time. The addition of over 400 trains a week to the schedules late in October has worsened terminal problems and equipment turnarounds, but the number of extra riders attracted by this expanded service is not yet known.....NARP News reports that the State of Delaware has turned thumbs down on a resumption of SEPTA rail service to Wilmington. Delaware DOT said that the cost to the State would be over \$800,000 a year which it "simply cannot recommend..for the 200 or so daily users."

SEPTA last month distributed to commuters a handout entitled "Work Cannot Wait," which describes a five-year capital program for the Regional High Speed Lines costing in excess of \$400 million. In the brochure SEPTA General Manager David Gunn makes clear the urgency of correcting the system's huge amount of deferred maintenance, which forces SEPTA "to squeeze what would normally be ten or 15 years' worth of construction effort into three or four years. We have no choice. Many of the components of our physical plant are near collapse or condemnation." Reproduced on page 8 is SEPTA's list of projects currently planned or underway which will actually disrupt service. It does not include improvements to shops, rolling stock, signals, etc. which do not normally cause service interruptions. Total cost of the work shown is \$27 million.

Commuter rail riders can now charge their SEPTA TrailPass purchases by using VISA or MasterCard. This can be done at self-service retail counters set up in Reading Terminal, Suburban Station and 30th Street. Full-color posters and brochures explaining the service have appeared in the three downtown stations.....SEPTA has said that next year it will begin replacing the nearly opaque Lexan windows in many Silverliner cars.....SEPTA is sending its Silverliners in groups to Mechtron's Wilmington shop for flushing and refilling of electrical transformers. Disposing of toxic PCB's in the transformers is required by the Environmental Protection Agency.

SEPTA has leased ex-CONRAIL U30B diesel locomotive #2880 from McHugh Brothers for use in work train service out of Wayne Junction. This unit was one of five U30B's acquired for service on the SHORE FAST LINE (see June Cinders) but only three of the GE's made it to the Pleasantville (NJ) based carrier. Sister #2887 is still stored on the NEW HOPE & IVYLAND, New Hope, PA, where #2880 ran in passenger service last summer..... Ex-SEPTA FP7 #4372 (ex-Reading 902) is stored at Pier 19 North, Philadelphia, having been purchased by a private party. The other two surviving Reading FP7's were bought by Philadelphia Chapter and sent to the State Museum in Strasburg. These two units have been painted black as part of a program to preserve them over the winter months prior to the beginning of restoration work next spring.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

AMTRAK will apparently retain the #2 track between Bryn Mawr and Paoli rather than tearing it out as originally planned. SEPTA is believed to feel that the track is necessary to permit the scheduling of rush-hour commuter service.....The Inquirer last month editorialized about the need to expedite improvements to Philadelphia International Airport, calling the high speed rail line to center city the "longest-delayed project, to the point of embarrassment and well beyond." SEPTA, the editorial continued, "is still wrestling with tunnel schedules (and) meshing the airport line with 12 commuter lines won't be easy....Airport officials, reasonably, don't want to start rail service until there are assurances the trains will run on time".

Early in the morning of November 3, a CONRAIL switch crew aboard SW1500 #9611 ran through an open switch in Lansdale yard, crashing into SEPTA train #428 which had just arrived in the yard. Silverliners 121 and 9019 were derailed.....The newly-formed Delaware Car Company has taken over the former Mechtron repair facility near AMTRAK's Wilmington passenger station and is performing some passenger car work. Stored there in mid-November were ex-SEPTA MP54 MU's #413, 427, 437 and 453, still in red, white and blue paint.

SEPTA and the City have agreed on which of the old Broad Street subway cars will be retained for excursions and historical displays. In a letter dated September 29 SEPTA Chief David Gunn said that two cars of each type will be kept: #1, 55, 166, 200, 1020 and 1025. Only #1, however, has been fully restored to its original appearance. In addition, about 18 other cars will be held for sale to museum groups, but to date only bridge car #1009 has been sold. It will move on its own wheels to Mount Union, PA for delivery to the Railways to Yesterday Museum at Orbisonia.....SEPTA has issued an attractive "Trolleys & Trains" calendar for 1984 featuring an historic trolley photo for each month. Many are from the collection of Member Ron DeGraw.



SEPTA General Manager David L. Gunn has apparently turned down an offer to become president of the New York City Transit Authority, at a salary of at least \$120,000 a year. Gunn, who has repeatedly told the press that he likes working at SEPTA and wants to stay in Philadelphia, last month received a salary boost from \$75,000 to \$85,000 a year.....David N. Phillips, 77, veteran Philadelphia transit executive, died November 22 at his home in Drexel Hill. Starting with the old Philadelphia Rapid Transit Company in 1926, Phillips later became vice president and treasurer of successor Philadelphia Transportation Company. He was named acting general manager of SEPTA when the Authority took over PTC in 1968.

SEPTA last month found itself in the center of a controversy over the safety of the new Broad Street subway cars built by Kawasaki. Several unexplained door openings while trains were in motion brought charges from President Roger Tauss of Transport Workers Union Local 234 that SEPTA was failing to inform the public of the hazard. After three separate incidents on November 23, SEPTA officials came close to shutting down the subway, but General Manager Gunn later decided to convene a panel of experts to determine the cause and recommend a cure. Newspaper reports indicated that a conductor's switch, if accidentally triggered, could result in door openings even though the train was in motion at the time.

Route 11 trolleys resumed their runs to Darby in October, after being cut back to Island Avenue during the summer so that new rail could be laid along Main Street. Also rebuilt was the grade crossing between Route 11 and the CHESSIE mainline in Darby, the only such crossing in the U.S.....A shoo-fly trestle has been built at 60th Street & Elmwood Avenue to allow Route 36 trolleys to bypass the site of a new bridge which will carry Elmwood Avenue over the Airport high speed line.....Norristown high speed line cars were turned back at Bridgeport for several days in mid-November when it was found that a Schuylkill River dam at Norristown had deteriorated. The dam reportedly was directing a heavy flow of water toward one of the piers of SEPTA's bridge, which is just downstream from the dam.

SEPTA has issued an attractive brochure showing schedules of its three newly-restructured bus routes in lower Bucks County. Effective November 14, Routes 127, 128 and 129 replaced former Trenton-Philadelphia Coach Routes 150, 151, 152 and 153.....A brochure was also issued covering expanded Routes 105, 106, 107, 111 and 113 in Delaware County. These changes became effective November 28.....The SEPTA board last month approved a controversial proposal to divide bus Route A into three simpler lines: 9, 27 and 32 (see February Cinders). Many residents of the Roxborough section had opposed the change.....SEPTA is planning to acquire 7.5 acres of property at 1100 Ridge Pike in Plymouth Township as the site for a new Suburban Division bus garage. The project, which is estimated to cost \$3.2 million, will replace the present Frontier facility in West Norriton Township.

SEPTA is asking the City and four suburban counties to increase their contributions to the Authority, in the face of an estimated \$44 million deficit for fiscal year 1984 ending next June 30. SEPTA Treasurer George Miller said higher expenses and lower ridership in the commuter rail system will account for \$12.9 million of the deficit and a subsidy dispute with the State will drain off \$20.6 million which had already been budgeted. An eight-point bailout plan was proposed by Philadelphia Mayor Green, part of which called for a \$3.7-million loan to SEPTA.....According to a report in the Norristown Times-Herald, Treasurer Miller has told the Montgomery County Commissioners that SEPTA will increase its base transit fare from 75 cents to 80 cents in 1984, but will not raise commuter rail fares. The County was also asked to contribute \$300,000 in 1984 for modernization of the Norristown high speed line, a project expected to cost a total of \$73 million over six years.....SEPTA has threatened to eliminate all reduced fares for senior citizens during peak hours unless someone comes up with a subsidy of \$1.8 million in fiscal 1984. City Council is working on a plan to provide \$800,000 for the service beginning January 1. Seniors already ride free during off-peak hours and on weekends under a subsidy from the State Lottery Fund.....SEPTA's staff met last month with 13 firms interested in installing a fiber optics communication system along 375 miles of SEPTA rail and high speed transit lines. A contract could be awarded early next year.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)



A Superior Court judge in Camden last month refused to issue an injunction against a plan to run AMTRAK passenger trains to Atlantic City (see November Cinders). While Governor Kean of New Jersey has thrown his support behind the rail proposal, a local citizens group called RAGE (Residents Against the Gamblers' Express) and the Camden County Mayors Association had tried to halt the plan, on the grounds that the trains will be noisy, dangerous and a source of pollution. Judge Paul A. Lowengrub said, however, that no final agreement for the rail service had been reached, and that the court action is therefore premature. The State's plan calls for rebuilding 60 miles of former Penn Central and PRSL track, constructing a new station in Atlantic City and designating Amtrak to run express service from both Philadelphia and New York. A large market in charter trains for the casinos is also foreseen. In addition, the State has pledged that two commuter trains a day in each direction will operate between PATCO's Lindenwold terminal and the shore resort.

The November issue of Railpace Magazine published a cover photo by Homer Hill showing the October 2 meet between Philadelphia Chapter's Susquehanna & Reading Special and the Reading steam special at Birdsboro, PA (see November Cinders).....E60 #975 is the first locomotive of its class to be seen in AMTRAK's new paint scheme with three wide stripes.....Railway Age reports that AMTRAK is looking at 18 major real estate projects along the Northeast Corridor, the most immediate of which is a \$100-million office building and shopping center at Princeton Junction, NJ.....Chrysler Corp. is getting ready to install a centralized railroad electrification and traffic control system (CETC) at 30th Street Station. The system has a nine-foot-high, 60-foot-wide colored video display that will control the 110 miles of AMTRAK's Northeast Corridor between Wilmington and Washington, according to Railway Age (see May Cinders).....AMTRAK will be offering package tours to next year's Louisiana World Exposition in New Orleans, which runs from May 12 to November 11. The Crescent operates directly from Philadelphia to New Orleans and return.

CONRAIL last month began receiving the first of 60 new 3,600-hp B36-7 locomotives from General Electric and 40 3,500-hp SD50's from Electro-Motive. None has yet been spotted in the Philadelphia area. For 1984, Conrail has ordered 50 C30-7A and ten C32-8 units from GE, the latter a pre-production model of an advanced microprocessor-controlled locomotive scheduled to go into full production in 1985. In addition, CR will take 40 more SD50's from EMD, pegging the total cost of the 1984 program at about \$123 million. All of these six-axle units are due for delivery in the second quarter.....CONRAIL is pushing its campaign to repaint into blue all active locomotives still wearing Penn Central black. Only a handful of units remain in Reading, Lehigh Valley or Erie Lackawanna colors.



American President Lines, a major Pacific Ocean freight carrier, has announced that it will buy three trains of "double-stack" container flat cars from the Budd Company. Each five-unit car will be capable of handling ten full-size ocean containers, and will be used on weekly "mini-landbridge" trains between West Coast ports and North Jersey routed via UNION PACIFIC, NORTH WESTERN and CONRAIL.....Last month CONRAIL tried out its \$2 million track geometry car #21, rebuilt by AMTRAK's Beech Grove shops from a former SANTA FE business car. The car will be used to gather data on track conditions as it travels some 25,000 miles a year over CR's 15-state system. The car was seen at 30th Street on November 16 with U36B locomotive #2974 and DOT stainless steel test cars T-1 and T-3.....CONRAIL has applied a fresh coat of blue and white paint to the signs on historic Flat Rock tunnel, which can be seen from the Schuylkill Expressway in West Manayunk.....Train PYAL enroute to Allentown derailed three units and five cars at milepost 22 near Valley Forge station on November 9.

Congress last month approved legislation which will keep the U.S. Railway Association alive for another year, in spite of attempts by the Reagan Administration to "sunset" the agency. The \$2 million appropriation for USRA was attached to a bill for the International Monetary Fund and was expected to be signed by the President. Congress has been insisting that USRA be retained to monitor the proposed sale of CONRAIL, which may take place in 1984. Several legislators also want Congress to have the final say on any plan to sell the now-profitable railroad, and tacked on just such a provision to an AMTRAK Reauthorization Bill recently introduced in the House. That bill, which would establish new funding procedures for Amtrak, may reach the floor after Congress reconvenes in January.

Over 12,000 Greyhound bus employees struck the carrier last month in a bitter contract dispute. Violence erupted in Philadelphia and other cities when the company resumed operations on November 17 using non-union drivers. Pickets in front of the bus station at 17th & Market Streets carried a variety of hand-lettered signs, including "CALL AMTRAK" and "THE DOG IS DEAD, GO BIG RED," the latter a reference to competitor Trailways.....The New York Times reports that a 1939 photo of a steam locomotive was sold last month at auction for \$67,000--the highest price ever paid for a photograph. Entitled "Wheels," the picture was taken in 1939 by Painter and Photographer Charles Sheeler.

In late October Railfan George Hart ran excursions with his ex-CANADIAN PACIFIC 4-6-0 #972 from Jim Thorpe to Haucks, PA and return over an ex-Jersey Central branch now operated by the PANTHER VALLEY RAILROAD. The engine was still lettered "Philadelphia & Reading" for the special trips it ran from Reading earlier in the month (see November Cinders). It was the first time in ten years that a passenger train had ventured up the 15-mile branch and across the high bridge near Hometown.....According to a recent press report, Diane Sawyer, co-anchor of the "CBS Morning News" on television, likes to ride trains. "I have a fixation on them," she says. "By the time you arrive anywhere, you feel twice as profound."

(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)



NORFOLK & WESTERN J-class steamer #611 returned to service on October 20 after being sidelined for over a month for replacement of the firebox arch tubes. Two days later it was removed from service again for a crack in the side sheet of the firebox, but was repaired in time to head a special train run for financial analysts by NORFOLK SOUTHERN. NS Chairman Robert Claytor was at the throttle as the train pulled out of Norfolk on October 25. Reports indicate that the giant 4-8-4 will receive a new firebox during the winter and return to service in 1984 (Roanoke Chapter Turntable Times).

Flags, Diamonds & Statues, publication of the Anthracite Railway Historical Society, has come out with an impressive 60-page commemorative issue on the Reading Company, which celebrates its 150th anniversary this year. Membership in ARHS costs \$12 for four issues of the publication. Write to ARHS, P. O. Box 119, Bridgeport, PA 19405.....Baltimore opened the first eight-mile segment of its new Metro system on November 21, after a series of open houses and free rides for the public. Fare is 75¢ for the first zone, 10¢ second zone, and a fleet of 58 Budd-built cars is in service.....Pullman Transportation Company, the remnant of the famed Pullman Company of old, has finally dropped out of the railcar-building business. Railway Age reports that Pullman has sold its manufacturing plants at Butler, PA and Bessemer, AL to Trinity Industries.....In October, 167,774 serviceable freight cars were still stored in the U.S., but none of them were piggyback flat cars. With the nationwide upsurge in the railroads' intermodal business, all serviceable TOFC and COFC flats were once again busy--for the first time since 1979 (Railway Age).

Buckingham Valley Trolley Association scored a first last month. Never before has a real trolley car appeared on a float in the annual Gimbels Thanksgiving Day Parade through downtown Philadelphia. But on November 24 ex-Wilmington four-wheeler #120 did indeed appear in the parade, sponsored by Radio Station WIP. The little car is now a veteran of two seasons of operation on the Penn's Landing trolley line.....BVTA's newsletter predicts that the Penn's Landing trolleys will carry more than 12,000 revenue passengers this year before operations end, probably on the weekend of December 10-11. BVTA is attempting to get almost all of its equipment moved to the Pier 5 shop before winter. About five cars remain to be moved from the Buckingham Valley (PA) and Jobstown (NJ) sites.....BVTA is considering a southern extension of its Delaware Avenue operation as a result of the State's announced plan to rebuild the street into a six-lane highway from Catherine Street to Packer Avenue. Construction could begin by next May, and the railroad track will occupy a medial divider. BVTA is also thinking about running its cars west on Washington Avenue for a few blocks.

Officials of Monroe County (PA) have announced their plans to sell the ex-Lackawanna mainline between Port Morris, NJ and Scranton, PA to VentuRail Corp. of Hackensack, NJ, which says it will operate passenger service on the line. It also intends to contract with MORRISTOWN & ERIE RAILWAY to provide local freight service. Monroe County had earlier agreed to pay CONRAIL \$6.6 million for the unused railroad, which runs for 88 miles through northern New Jersey and the Pocono Mountains.

The Loretto, a showpiece private rail car once owned by the chairman of U.S. Steel, was virtually destroyed in a fire October 8 at the Railroaders Museum in Altoona. The ornate car was built by the Pullman Company in 1917 (Lancaster Chapter Dispatcher).....Pennsylvania's High Speed Intercity Rail Passenger Commission has authorized a \$2.3 million study of a high-speed passenger railroad between Philadelphia and Pittsburgh.

## George C. Springer

## November 27, 1983

NRHS Senior Vice President and West Jersey Chapter National Director George C. Springer passed away suddenly at his home in Westmont, NJ on Sunday morning, November 27. He was 62.

George, well known to many Philadelphia Chapter members, joined the Society in 1953, according to available records. He served West Jersey Chapter as Chapter Secretary from 1954-1959, Chapter President from 1960-1965, Chapter President and National Director 1966-1968, and National Director from 1969 until his passing.

In addition, George served the national organization as Vice President, Eastern Region, from November 1977 until his election as Senior Vice President at the fall directors' meeting in Tampa, FL, November 13. He also served as co-chairman of the 1976 Philadelphia Convention.

A Mass of Christian Burial was celebrated Thursday, December 1 at the Church of St. Vincent Pallotti, Haddon Township, NJ, and interment was in Locustwood Memorial Park, Cherry Hill.

Philadelphia Chapter expresses its condolences to George's family, as well as to our West Jersey Chapter friends. George's dedication and devotion to the Society and its goals will not be soon forgotten.

# SEPTA Commuter Rail Work Program - 1983/1984

LINE	PROJECT	WORK AREA	SCOPE	START	END	SERVICE EFFECT	COST
Chestnut Hill East	Track Renewal	Chestnut Hill to Wayne Junction	New continuous weld rail, ties, surfacing, turnouts and crossovers	May, 1983 (new rail prepared during strike)	April, 1984	Five phases required with single tracking at all times through each work area: 1. Inbound, Chestnut Hill to Gorgas Lane 2. Outbound, Gorgas Lane to Chestnut Hill 3. Inbound, Gorgas Lane to Wayne Junction 4. Outbound, Wayne Junction to Fishers 5. Outbound, Fishers to Gorgas Lane	\$5.2 million
		Chestnut Hill to North Philadelphia	8,000 new ties and resurfacing, both tracks	September 19, 1983	January, 1984	All work off peak and on weekends; 9:30 a.m. to 3:30 p.m. on weekdays; 9:00 a.m. to 4:00 p.m. on Saturdays; 7:00 a.m. to 7:00 p.m. on Sundays. Construction scheduled for Thursdays through Mondays. Single tracking during construction hours. Chestnut Hill to North Philadelphia, with outbound track to be done first. Each track will take six to eight weeks.	\$625,000
Lansdale-Doykestown	Track Renewal	Jenkintown to Oreland	New continuous weld rail, ties and surfacing	August, 1982	September, 1983*	Work on the inbound track during off peak hours, 9:30 a.m. - 3:30 p.m. Single tracking required.	\$2.2 million
		Oreland to Lansdale, outbound track	Ties to be replaced and roadbed renewed	March, 1984	August, 1984	Single tracking areas and times to be determined	\$750,000 (Estimated)
Media-West Chester	Station Improvements	Lansdale to Doykestown	New continuous weld rail, ties and surfacing	Planned for 1985		Shuttle bus service will be required.	\$5 million (Estimated)
		Swarthmore and Secane	Curbing and platform repairs at Swarthmore, drainage improvements at Secane	November, 1983	December, 1983	Single tracking required during off peak hours, 9:00 a.m. to 4:00 p.m., with no service interruptions.	\$110,000 (Estimated)
Nortristown	Ties and Resurfacing	Swarthmore Station, Crum Creek Bridge	New continuous weld rail in station area and new rail on bridge, not done during previous work on the line because of bridge rehabilitation	June, 1984	August, 1984	Single tracking on weekends and possibly off peak	\$250,000 (Estimated)
		Nortristown to North Broad, inbound and outbound	A total of 29 track miles to be upgraded	June, 1984	November, 1984	Single tracking areas and times to be determined	\$2 million (Estimated)
Warmminster	Track Renewal	Jenkintown to Oreland	New continuous weld rail, ties and surfacing	August, 1982	September, 1983*	Work on the inbound track during off peak hours, 9:30 a.m. - 3:30 p.m. Single tracking required.	\$2.2 million
		Jenkintown to Nesbitany Falls, outbound track	10,000 ties to be replaced and roadbed renewed on the outbound track. A 30 miles-per-hour slow order has been in effect more than 2 years.	September 12, 1983	January, 1984	Work will be done in two phases, each requiring single tracking at all times: 1. Nesbitany to Bethayres 2. Jenkintown to Bethayres Each phase approximately two months	\$710,000
West Trenton	Rail Renewal	Jenkintown to Nesbitany Falls, inbound track	New continuous weld rail, ties and surfacing work on the line because of bridge rehabilitation	March, 1984	December, 1984	Work to be done in two phases with single tracking required through each work area at all times	\$6 million (includes some funds to upgrade rail in Powerton Yard)
		Wayne Junction	2,000 feet of track, overhead power system, rehabilitation of one station platform and reconstruction of two bridges	April, 1984	October, 1984	Work will be off peak and on weekends with minimal effect on regular service	\$2 million

\*Project to be completed in August-September, 1984





AMTRAK's new Auto Train has been arriving at its terminals over an hour ahead of schedule; potential photographers should keep this in mind if they are going to either Lorton or Sanford for photos of the train.

The remaining Amtrak E60's are assigned to the two Florida trains and to three "clocker" round trips. Trains 254, 200 and 202 in the morning and 223, 225 and 227 in the evening generally draw the big units.

Winter consists of Amtrak trains will, as usual, be expanded between December 16 and January 4 to accommodate the Christmas holiday travel. Typically, this involves an extra coach, but the *Crescent* gains an extra sleeper between Washington and Atlanta, the *Broadway Limited* a similar car between New York and Chicago, a sleeper on the *Lake Shore Limited* and the *Cardinal*. The *Silver Meteor* will add a second diner (to St. Petersburg) during this period, but the *Silver Star* will stay with one car all along.

A Saturday morning Metroliner service round trip has been restored, replacing a conventional fare schedule between New York and Washington. By the way, the usual diagrammed consist for the Metroliners is three coaches, an AmDinette and an Amclub. Trains 100 and 121 have an extra coach — ten trainsets are required plus three spare sets. The New England Metroliners each consist of three refurbished Amcoaches and an Am lounge II.

Shop plans for Fiscal Year 1984 call for Beech Grove to refurbish 100 Amfleet cars, while Wilmington will do 75 six-year and 75 three-year overhauls. Given that over a hundred cars were refurbished in the past year, you can see that Corridor cars are receiving their share of attention. Cars receive dual braking systems incorporating both tread and disc brakes.

Track modifications along the Northeast Corridor line in Southwest Philadelphia will allow Airport shuttle trains to travel from the 30th Street connection to the jumpover along the west side of Amtrak's main line without requiring a crossover of the mainline tracks.

A new sales offer has been issued by Amtrak, which notes it will be the last big offer. Included in the inventory of 150 cars are: one baggage, two baggage-dorm, 16 sleepers, one sleeper-lounge, three lounges, one coach-snack, 99 coaches, six diners, six twin-unit diners, seven domes and eight work cars. With this sale, Amtrak should be down to a hard core of cars worth saving for potential conversion to Heritage cars. The small number of cars to be retained should be a lot easier to secure. The 102 cars still officially stored include two baggage, 24 coaches, 10 diners, seven dome sleepers, 20 dome coaches, six hi-level diners, two hi-level coaches, six coach-lounges, four dome lounges, one lounge and 20 sleepers. In addition, three baggage-dorms, four dome coaches, six diners and a sleeper are carried as "in progress" head-end power conversions.

Here are the final 104 conventional cars which Amtrak considers as stored, while all other cars have been retired (and many put up for sale): one coach (PC 1586); two baggage cars (1036, 1098); one baggage-dorm [HEP](1451); one 11-bedroom sleeper (2200); 20 10-6 sleepers (2655, 2663, 2670-2678, 2700, 2704-2708, 2798, 2834, 2836); one lounge (3329); six coach-lounges (3850-3855); 23 coaches (4412, 4414, 4417, 4419, 4423, 4430, 4552, 4840-4841 [ex-D&RGW 1120-1121], 5011-5018, 5801-05, 5807); one diner (8027); seven diner-lounges (8300-8302, 8320, 8322-8324); two twin-unit diners (8806-8807); six dome sleepers (9210-9211, 9214, 9222-9223, 9225); one dome-sleeper-observation (9251); four dome-lounges (9320, 9321, 9331, 9364); 20 dome coaches (9446-9448 [ex-D&RGW 1106-1108], 9450-9452, 9454, 9456-9458, 9460, 9463, 9467, 9469-9470, 9476, 9484, 9545, 9561-9562); two hi-level coaches (9900-9901); and six hi-level lounges (9980-9985). Cars in the shops for potential HEP conversions are three baggage-dorms (1409, 1418, 1425); three dome coaches (9409-9411); six diners (8521-8525, 8529-8530 [ex-8380-8381, 8383-8384, 8026, D&RGW 1115]); one sleeper (2479[ex-PC 4355]).

Business requirements recently took me to San Francisco, and here are some observations on Bay Area services.

Southern Pacific's CalTrain, subsidized by the State of California, operates between San Jose and San Francisco. Weekdays, ten trainsets originate at San Jose, with six formed of gallery cars (double deck) and four of the "Harriman" suburban coaches. Another three sets of gallery cars start out of San Francisco for "reverse" commuters. Due to crew regulations, non-rush-hour trains usually consist of three gallery cars. For the record, the Harriman coaches (dating from the 1920's) run north on Trains 35, 39, 41 and 43 and leave San Francisco on Trains 42, 56, 58 and 60, all in the rush-hour. I had a nostalgic ride on a train of six "subs" pulled by two GP9's, complete with old-style SP horns, which were always among my favorites.

(Continued on Page 10)

ON THE SCENE *(Continued from Page 9)*

Speaking of locomotives, traditionally SP's primary power was the group of 16 Fairbanks-Morse Model H24-66 Train-Masters. These units were replaced in the mid-1970's by ten SDP45's withdrawn from intercity train service and by three GP40P's purchased new. There are also 11 GP9's (built in 1954-55) and two equally vintage SD9's (both GP9's and SD9's were upgraded by SP in the mid-1970's). Apparently, a GP9 or SD9 can pull up to four gallery cars; longer trains draw a single GP40P or SDP45, or by paired GP9 or SD9 units.

The "Muni" is San Francisco's nickname for its public transit system. Cable cars are still out for rebuilding, and a weekend "historic trolley" service is operated on Market Street for tourists and shoppers.

Five trolley lines operate from Embarcadero station near the famed Ferry Building to the southwest section of the city. The cars, all Boeing LRV's, operate on the upper level of the Market Street subway (that's the other Market Street!). Three routes continue on through the Twin Peaks Tunnel before reverting to street running. A few stretches of private right-of-way, some street reservations and the balance is conventional street running.

To cope with weekday congestion at the downtown terminal, trains of three routes are combined and MU'd as are trains from the other two lines, which exit before the Twin Peaks tunnel. So, you see two and three-car sets of LRV's weekdays in the subway.

BART is the area's heavy rail transit operation, something like a bigger PATCO with futuristic—and sometimes impractical—cars. Weekdays until 2 PM, trains run from Daly City through San Francisco to all three branches (Richmond, Concord and Fremont). A fourth service operates between Richmond and Fremont. After 7 PM, and on Sundays, the Daly City-Richmond and Daly City-Fremont services don't run and you change, if necessary, in downtown Oakland. Fares are on a zone pattern between \$.60 and \$2.15, depending on the distance traveled. The fare controls are similar to those in Washington, but manufactured by a different company.

Elsewhere, METRO-NORTH COMMUTER RAIL has acquired 22 coaches from SEMTA, whose Detroit-Pontiac service was discontinued October 17. They will be used to replace the remaining ex-New Haven "Shoreliner" coaches and permit the return of the ten leased Amtrak coaches. It's not clear as this is written, but we believe the cars have been leased rather than purchased. The initial plan is to assign these cars to a Poughkeepsie train and a Danbury train.

The program to refurbish 1100-series MU's at Morrison-Knudsen has been expanded to 42 cars, with 31 assigned to the shops or already released. The cars are repainted in Metro-North's blue and silver-grey paint scheme. Typically, 52 of these cars are required in the rush-hour, formed of 12 trainsets.

NJ TRANSIT's North Jersey Coast line has seen a slight modification to the evening schedule with the time change. A push-pull trainset deadheads up from Bay Head and, after connecting with an MU, leaves South Amboy at 11:26 PM, arriving Bay Head at 12:39 AM. Weekend service received more extensive adjustments, with an additional round-trip added and major revisions to trains which formerly "officially" ran to New York. In fact, such trains have been transferred to MU shuttles at Newark since August and now trains have been retimed to connect at Newark with regular New Brunswick or Trenton trains, eliminating the need for special shuttles.

Northeast Corridor services on NJ Transit were not changed significantly, but SEPTA has revised (and expanded) its Trenton line service, resulting in revised connecting patterns at Trenton.

Forty-two Comet coaches replaced 54 steam coaches on the North Jersey Coast line to New York. Snack-bar coaches 1600-01, 1603, 1606 and 1608 have been transferred from Hoboken (in exchange for Comet II coaches) to provide additional lavatory capacity on long trains to Bay Head. The 1603 is assigned to the Jersey Shore Commuter Club and may receive some interior modifications. Service to and from Newark has reverted to steam-heated cars pulled by single or paired GP40's as a rule. However, on November 17, I noted E8's 4305 and 4253 on an evening train which is normally booked for Comet HEP cars.

NJ Transit has reactivated 12 old Erie Lackawanna motor cars to strengthen some consists of old equipment out of Hoboken. The first two pairs of rebuilt Arrow II MU cars, renumbered in the 1200 series, have re-entered service.

In a couple of last minute Amtrak notes, late releases of "new" Heritage cars from Beech Grove are limited to dome coach 9408, for Auto Train service, and sleeper 2476 - Sarasota. Leased Amtrak cars are 29 coaches on Metro-North Commuter Rail and four dome coaches on the Alaska Railroad.

## TRAINS MAGAZINE ARTICLE FEATURES BROAD STREET STATION

"The Grandest Railway Terminal in America" is the title of the cover article in the December issue of Trains Magazine. The profusely-illustrated 18-page article on Philadelphia's Broad Street Station was written by local Rail Historian Bert Pennypacker. A beautiful cover portrait of K4 #3731 in Broad Street Station was painted by noted Philadelphia Artist Ted Xaras.

The Pennsylvania Railroad opened the station on December 5, 1881, but its role as the city's major rail terminal was greatly diminished after Suburban Station opened in 1930 and 30th Street Station in 1933. Broad Street was closed following departure of an 18-car special train on Sunday, April 27, 1952. The train was hauled by GG1 #4800 and members of the Philadelphia Orchestra played "Auld Lang Syne" from the open platform of parlor car Queen Mary as the train pulled out of the station.



DELAWARE & HUDSON RAILWAY  
 THROUGH FREIGHT TRAIN SERVICE IN TRI-STATE AREA  
 (All Trains Operate Daily)  
 Corrected to AUGUST 1, 1983



## SOUTHBOUND TRAINS

TRAIN	EAST BINGHAMTON	SCRANTON (Taylor)	ALLENTOWN (CR Yard)	OAK ISLAND	READING	PHILADELPHIA (East Side)	HARRISBURG	POTOMAC YARD
CX01	Lv 1030*	Ar 1330	Ar 1900*	Ar 2200				
LAPY	Lv 0100*	Ar 0500*					Lv 1500*	Ar 2300
NE-87	Lv 0300	Ar 0600	Ar 1100*		Ps 1500	Ar 1900		
RPPY	Lv 1300*	Ar 1700*					Lv 0400*	Ar 1100
SB-4		Lv 0800	Ar 1400					

## NORTHBOUND TRAINS

TRAIN	POTOMAC YARD	HARRISBURG	PHILADELPHIA (East Side)	READING	OAK ISLAND	ALLENTOWN (CR Yard)	SCRANTON (Taylor)	EAST BINGHAMTON
BS-1						Lv 2300	Ar 0600	
NE-84			Lv 0900	Ps 1300		Lv 1600*	Lv 2200	Ar 0030
OILC					Lv 0001	Lv 0330*	Lv 0800	Ar 1100*
PYME	Lv 0100	Lv 1200*					Lv 2200*	Ar 0100*
PYRP	Lv 1800	Lv 0500*					Lv 1300*	Ar 1600*

## NOTES:

- Ar - Arrive
- Lv - Leave
- Ps - Pass
- \* - Crew change

## KEY TO TRAIN SYMBOLS

- CX - Canadian Expediter (Rouses Point, NY)
- LA - Lawrence, MA
- LC - Lacolle, Que.
- ME - Mechanicville, NY
- OI - Oak Island, NJ
- PY - Potomac Yard, VA
- RP - Rouses Point, NY
- BS-1/SB-4 - Bethlehem Steel (Scranton-Bethlehem)
- NE-84/NE-87 - New England (Philadelphia-Binghamton)

SOURCE: Narragansett Newsletter

## Our Meeting:

Philadelphia Chapter's annual Holiday Meeting will feature another in our series of professional film nights, as we celebrate the approach of this festive season and close out another year, on Friday evening, December 9, 1983. The feature film will be "Goin' Home", produced by Norfolk Southern Corp., a 22-minute color-sound film which documents the 1982 rebuilding of Norfolk & Western's mighty J-class 4-8-4 #611. This print of "Goin' Home" was purchased by Philadelphia Chapter for donation to the NRHS Film Library. In addition, the program will include "Mainline U.S.A.", one of the classic 1950's-era color-sound movies produced by the Association of American Railroads and obtained from the Conrail collection. Kawasaki Heavy Industries of Japan has also furnished an interesting film on the production of SEPTA's light rail cars, which are now operating on the five subway-surface lines between downtown and West Philadelphia. The Kawasaki film has been secured through the courtesy of Member Russ Jackson.

We urge you to come out and join your fellow members for the usual sit-down dinner in the Engineers' Club Dining Room (\$8.50 per person) beginning at 6 PM. Reservations, WHICH ARE MANDATORY, MUST BE MADE TO Vice President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, DECEMBER 7, 1983.

We urge you to come out and view these fine professional films at 7:30 PM, Friday evening, December 9, 1983. Better yet, come for dinner at 6:00 with a friend.

Our publications sales personnel will be on hand with the usual assortment of soft-cover books, giving you a chance to do some Christmas shopping. Available in limited quantity will be copies of the Berks County Historical Society's Historical Review of Berks County, Fall, 1983 issue, Reading Railroad Commemorative Issue. Sale price will be \$4.50 per copy, which covers the cost of the publication and includes Pennsylvania tax.

## ADDENDUM TO SHORTLINE ROSTER

The following locomotives should be added to or deleted from the roster of area shortline railroads which appeared in the June 1983 issue of Cinders:

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>ANTHRACITE RAILWAY, EAST GREENVILLE, PA (c)</u>						
9	B-B	65-ton	D-Elec	GE	1941	Black River & Western 7079
4118	B-B	RS3	D-Elec	Alco	1952	Delaware & Hudson 4118
8556	B-B	SW1	D-Elec	EMD	1950	Conrail 8556
<u>BLUE MOUNTAIN &amp; READING RAILROAD, TEMPLE, PA (c)</u>						
9220	B-B	NW2	D-Elec	EMD	1948	Conrail 9220
<u>JERSEY SOUTHERN RAILROAD, SEABROOK, NJ (c)</u>						
16	B-B	S2	D-Elec	Alco	1948	Ontario Midland 106
<u>MORRISTOWN &amp; ERIE RAILWAY, MORRISTOWN, NJ (c)</u>						
17	B-B	C430	D-Elec	Alco	1967	Conrail 2053
<u>OCTORARO RAILWAY, KENNETT SQUARE, PA (c)</u>						
9 - Delete	(to Anthracite Railway 9)					
<u>PANTHER VALLEY RAILROAD, JIM THORPE, PA (c)</u>						
2882	B-B	U30B	D-Elec	GE	1967	Conrail 2882
<u>POCONO NORTHEAST RAILROAD, WILKES-BARRE, PA (c)</u>						
901 - Delete						
1201	B-B	SW9	D-Elec	EMD	1952	Montour 77
1751	B-B	GP9	D-Elec	EMD	1959	Conrail 7242
<u>SUGAR LOAF &amp; HAZLETON RAILROAD, HAZLETON, PA (c)</u>						
183	B-B	SW7	D-Elec	EMD	1951	Conrail 8917
<u>UPPER MERION &amp; PLYMOUTH RAILROAD, WEST CONSHOHOCKEN, PA (c)</u>						
19	B-B	SW1	D-Elec	EMD	1942	Philadelphia, Bethlehem & New England 19

## ABBREVIATIONS:

(c) - Common carrier  
 D-Elec - Diesel-electric  
 Alco - American Locomotive Company/Alco Products, Inc.  
 EMD - Electro-Motive Division, General Motors Corp.  
 GE - General Electric Company

## CREDITS:

--The Short Line, G. M. McDonald, Editor  
 --Kermit E. Geary, Jr.

PHILADELPHIA CHAPTER  
 NATIONAL RAILWAY HISTORICAL SOCIETY  
 Post Office Box 7302  
 PHILADELPHIA, PENNSYLVANIA 19101-7302

First Class Mail  
 U. S. Postage  
 PAID  
 Permit No. 12  
 Huntingdon Valley, PA  
 19006



Joseph M. Mannix  
 411 Van Kirk St.  
 Philadelphia, PA 19120

**First Class Mail**