



CINDERS



February 1983

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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

PHILADELPHIA CHAPTER, NRHS, Inc.
Post Office Box 7302, Philadelphia, PA 19101-7302

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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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EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002.

Our Meeting:

Philadelphia Chapter's February, 1983 meeting will feature our annual Slide Contest, rules for which are at the bottom of this page. The meeting will be held on Friday evening, February 18, 1983 at the Engineers' Club, 1317 Spruce St., downtown Philadelphia.

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, FEBRUARY 16, 1983. The cost of the dinner is \$8.00 per person.

The program portion of our meeting begins at 7:30 PM in the Conference Room, and registration for the Slide Contest begins at 7 PM. The Officers' Meeting will be in the first floor lounge at 7 PM.

Come out, bring a friend, and share your rail photography efforts with your fellow members, and compete in the 1983 Slide Contest of Philadelphia Chapter...all on Friday, February 18, 1983.

SLIDE CONTEST RULES

1. No entry form is necessary for the 1983 Slide Contest. Slides, however, must be registered in person at the February 18 meeting, beginning at 7 PM. Registration closes at 7:30 PM, and no entries will be accepted after that hour. THE SLIDE CONTEST IS OPEN TO PHILADELPHIA CHAPTER, NRHS MEMBERS ONLY.

2. There are SIX categories in this year's contest. Categories (a) through (e) must contain only subject matter taken SINCE March 1, 1973, and Category (f) will include ONLY subject matter taken BEFORE March 1, 1973.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) Mainline electric (including multiple-unit equipment)
- (d) Trolleys/rapid transit/interurbans
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, railfans, etc.)
- (f) Oldies, but Goodies (any subject prior to March 1, 1973)

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

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

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

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



At its January 18 meeting, the Amtrak board approved the preparatory work involved to resume the auto-carrying service once provided by Auto-Train. Amtrak is known to have bid on the two terminals operated by that former carrier, at Sanford, FL and Lorton, VA. The latter terminal had been previously sold to another party, however. Initially, \$4 million will be expended, principally on a fleet of bi-level auto-carriers. Passengers may ride in Superliners or in some of the HEP conversions authorized at the December board meeting. The trains may run tri-weekly or daily during peak travel periods. Since Amtrak will be able to draw on a much larger pool of employees and equipment, it should be better able to deal with changing load patterns. Also, reservations will be available through Amtrak's existing computer network.

As the holiday travel declined, the *Montrealer* received Heritage coaches (apparently four per train). The *Spirit of California*, therefore, is the only train running overnight with first-generation Amcoaches, although I might qualify that statement by saying that the *Night Owl* still carries some Amcoaches, but through passengers can use the better cars.

The conversion of ten existing leg-rest Heritage coaches into Corridor cars is more than half-way completed. The center of the car gets 68 seats instead of 48 leg-rest seats, while 20 other seats go where the large women's lounge was. Two lavatories in the vestibule end of these coaches remain. Some cars have the existing seats (without leg rests) while others use seats out of "steam" equipment up for retirement.

In the period November 24 through December 14, 17 cars were transferred to Beech Grove to get them out of harm's way. Some of the cars in question, of course, will be rebuilt to Heritage cars under authorized programs. These are sleeper 2201, coaches 4423, 4552, 5014, 5018, 5803, twin diners 8800-8807, and dome-lounges 9321, 9331 and 9362.

At year's end, Budd had delivered 100 Amcoach II's (25000-25099) and 19 Amlounge II's (28000-28017, 28019). The Amlounges can be found on the Boston section of the *Lake Shore Limited*, the *Capitol Limited*, *Silver Meteor*, *Silver Star*, *Silver Palm* and the New England Metroliners. By January 24, the first 1983 cars had been delivered (Amcoach II's 25100-25102).

Heritage fleet equipment notes of recent date include new conversions 7620-7622 (December, 1982), and 7623-7625 (January, 1983) and 1184, the first rebuilt baggage car in the latest ten-car program (it had been a baggage-dorm previously). Heritage diners 8506 and 8509 were assigned to the *Desert Wind* in January, to free up hi-level diners for work at Beech Grove. Baggage cars 1177 and 1220 have been stricken off the active list due to wreck damage. Also, cars 1014 and 1086 have been sent to work train service out of Niles, MI. Other cars assigned to Baltimore, MD have been renumbered into the work train series.

During 1982, Amtrak overhauled 113 cars at Beech Grove, consisting of 41 baggage, four baggage-dorm, four Slumbercoaches, 18 10-6 sleepers, 33 leg-rest coaches, six diners, four lounges and three Corridor coaches. "New" HEP conversions totalled 25 cars, as follows: baggage cars 1133-1136, 1174, 1176-1181, 1183, Slumbercoaches 2054-2056, 2094-2095, 10-6 sleepers 2463-2466, lounge 3114, hi-level lounges 39973-39974, and former Congo coach 7618.

Turboliners 174, 187, 150, 159 and 175 were noted enroute to Beech Grove on January 16 for work. The only Turbo out of service for any length of time is the 184, since March 1982 (it looks like it was in a crossing accident).

All 36 Amclubs (12 "full" and 24 "half" clubs) are assigned to Corridor service, as a rule, but 20117 was reported at Rensselaer on January 7. Possibly it had subbed for an Amlounge II on Trains 448-449. The 32 Amdinettes are split this way: five at Chicago (*Lake Cities*, *International*), 18 Northeast Corridor (Washington-New York Metroliners, *Montrealer*, *Night Owl*), six at Rensselaer (*Maple Leaf*, *Adirondaack*) and three at Los Angeles (*Spirit of California*).

At year's end, two E8's are active at New Haven, they being the 495 and 497.

With the elimination of "Landis" interlocking near Lancaster, PA, the only "diamond" on Amtrak and Conrail's Chicago line east of Ohio has been removed. Crossings are common, however, further west.

As NJ TRANSIT rail operations began service at midnight, January 1, a ceremonial "first train" was operated out of Hoboken to Dover with an F40PH and a train of new coaches from the Raritan Valley pool. The trip was strictly for show, as the trainset was moved that weekend to Bay Head. There, it replaced the last consist of "steam" coaches which had run down from Newark December 31.

(Continued on Page 3)

ON THE SCENE (Continued from Page 2)

Needless to say, the new equipment is a big improvement over the worn-out cars they replaced, not least of which is the advantage of having clear windows to see where one is. NJ Transit, however, still had six "vintage" coaches in service in mid-January, specifically, 2403, 2409, 2413, 3072, 3093 and 3098. First "steam" coach to be repainted in 1983 is former Kansas City Southern coach 5341.

My impression is that NJ Transit is in something of a locomotive bind now. Until the Comet II coaches came on board, they had the luxury of spare F40's working out of Hoboken to spell the temperamental GE U34CH's, but now only two units (4113 and 4117) are at Hoboken and, with almost 40 more Comet II coaches on the way, no additional power is available, for instance, to convert a train or two to New York from "steam" to HEP equipment. The extra cars were acquired officially for growth, but many will probably go to Hoboken to ease equipment shortages there.

Also, GG1 4883 was stored in January, leaving nine in service.

Commuter service on MARYLAND DOT's Washington, DC routes, operated by Chessie System will be adjusted slightly the end of January, but the basic pattern will remain. In mid-December, at least two RDC's still soldiered on in B&O livery, specifically, the 9921-9922.

Thirty-seven FL9's were conveyed to the METRO-NORTH COMMUTER RAIL January 1. Four are being rebuilt for Danbury service (5005, 5026, 5049 and 5057). Three others (5023, 5033, 5042) seem to have been stored for some time. The remaining 30 units are still in service, augmented by a group of Conrail B23-7's conveyed to Metro-North on January 1. In other Metro-North news, ten additional Amtrak coaches (steam) have been withdrawn from storage at Perryville, MD and placed into service out of Grand Central.

In a transit note, SAN FRANCISCO MUNI runs 82 of 100 LRV's in the rush hour. Usually, rush-hour service out of the subway consists of two routes, each on a six-minute headway. One four-car set consists of two Route L's, a Route K and an M (the second Route L car is cut at Sunset or Arguello crossover). A three-car set consists of a pair of N's and a J, and again the second N is cut back enroute. There will be 30 more LRV's on board by the end of 1983.

Orders for new passenger equipment in 1982 were summed up as follows: 50 intercity cars for VIA Rail Canada from Bombardier; 192 commuter rail cars as follows: six cars from Bombardier for Metro-North (NY), 82 MU's from Budd for Metro-North and 104 MU's from Budd for the Long Island. A total of 1643 rapid transit cars were ordered, with Atlanta getting 30 from Hitachi, Baltimore 28 from Budd, New York 325 from Nissho-Iwai, 825 from Bombardier and 225 from Westinghouse-Amrail, BART ordering 150 cars from Sofreral, and Cleveland putting in for 60 from Tokyu Car Company. In light rail, Pittsburgh ordered 55 cars from DÜWag-Siemens, and San Francisco requested 31 from Boeing Vertol, these being cancelled Boston cars in storage.

In 1983, it is anticipated that Toronto would order more rapid transit and LRV equipment, Caltrans some bi-level commuter cars for San Francisco, and commuter cars for the New Haven Line of Metro-North.

BVTA SEEKS FUNDS TO RE-GAUGE EX-PTC 5205

Buckingham Valley Trolley Association wants to regauge its ex-Philadelphia Transportation Company double-end trolley #5205, and restore it to service on the Penn's Landing Trolley Line. With higher ridership levels anticipated during the 1983 season, BVTA needs a third car as backup for ex-Red Arrow #26 and ex-Wilmington single-truck #120, both of which were in service last fall.

The Delaware Avenue line is a freight railroad and therefore is standard gauge. This will require changing of the trucks on 5205 from City transit gauge (5' 2-1/4") to 4' 8-1/2", an expensive project which must be contracted out to a railroad shop with the necessary equipment.

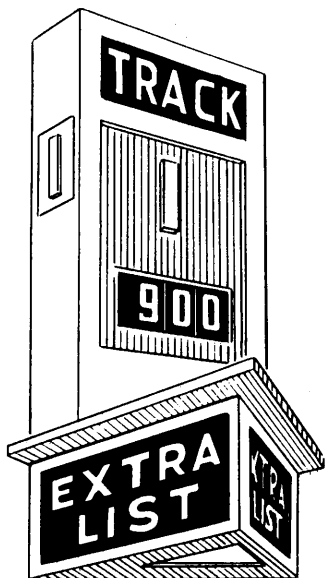
Members who wish to assist in the effort to restore #5205 to service should make their tax-deductible checks payable to "Buckingham Valley Trolley Association" with the notation "5205 Fund." The mailing address is: 714 Marlyn Road, Philadelphia, PA 19151.

NRHS FILM LIBRARY TO ACQUIRE "GREAT RAILWAY JOURNEYS"

The seven television specials entitled "Great Railway Journeys of the World," produced by British Broadcasting Company, will soon be added to the NRHS Film Library. The hour-long specials were shown locally over Public Broadcasting's Channel 12 last fall.

Titles of the broadcasts are: "Coast to Coast" (tracing a 1979 cross-country journey on Amtrak), "Three Miles High," "Changing Trains," "Confessions of a Train Spotter," "Deccan," "The Long Straight," and the "Zambezi Express." The nations covered, in order, are the U.S., Peru, Switzerland, Great Britain, India, Australia and South Africa.

Associate Member Frank Ritt, Jr. of St. Charles, IL obtained the films for NRHS. (NRHS News)



FEBRUARY 12-13, 1983: Greenberg's Great Train, Doll House and Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$3.50 per day (children under 12 admitted free when accompanied by an adult). Philadelphia Chapter will be represented with a booth for sale of books and railroiana, and distribution of membership information.

FEBRUARY 26: The Alpine Express, first Conway branch snow train in 11 years, operating via Boston & Maine from Boston, MA to Ossipee, NH and return. Lunch stop at Sanbornville, NH. Sponsored by Massachusetts Bay RRE, train will use MBTA F40 locomotives and commuter coaches. Fares: \$39.95 adults, \$26.95 children (12 and under), lunch tickets \$3.50 per person. Order tickets from: Mass Bay RRE, Inc., P. O. Box 525, Bedford, MA 01730, enclosing stamped, self-addressed envelope. For information, telephone 617-581-0411.

FEBRUARY 27: Allentown Spring Thaw Train Meet at Allentown (PA) Fairgrounds, Agricultural Hall, 9 AM to 3 PM. Admission: \$2.75 adults, \$1.25 children. Parking for 3,000 cars. For information, telephone Robert House at 215-821-7886.

FEBRUARY 27: Winter excursion on SEPTA Norristown high-speed line, using red Strafford car. Photo stops, movie runs will be conducted enroute. Trip leaves 69th Street Terminal 12 Noon. Fare: \$12 adults, \$6 children, \$1 extra day of trip; \$1 discount for Branford members. For tickets, write: Branford Electric Railway Association-Red Arrow Fund, P. O. Box 2264, Short Beach, CT 06405.

MARCH 11: Annual banquet of West Jersey Chapter, NRHS at Officers' Club, Philadelphia Naval Base. Happy hour at 6:30 PM, buffet dinner at 7 PM, followed by program and dancing. Ticket price for non-Chapter members: \$12 per person. Order tickets from: Bob Cooper, 733 Highland Avenue, Palmyra, NJ 08065 (telephone 609-829-6249), making checks payable to "West Jersey Chapter, NRHS."

MARCH 19: Germantown Avenue PCC trip, sponsored by Branford Electric Railway Association, will leave Luzerne depot 12 Noon, covering entire length of Route 23, using green and cream PCC. Fare: \$12 adults, \$6 children; \$1 extra day of trip; \$1 discount to Branford members. For tickets, write: BERA - Red Arrow Fund, P. O. Box 2264, Short Beach, CT 06405.

MARCH 20: Train Bazaar '83, sponsored by Jersey Central Chapter, NRHS, at Mother Seton Regional High School, Clark, NJ, 9 AM to 4 PM. Use Garden State Parkway exit 135 at Clark Circle. Admission: \$2.50 adults, children under 12 free, maximum charge per family \$5. Information from Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066, or telephone Show Chairman Jim Clarke at 201-561-5225 evenings 7-9 PM.

MARCH 25-APRIL 16: Philadelphia Chapter's third Steam Safari to South Africa, with option for additional week of railroading in West Africa. Basic tour covers 2,500 miles on South African Railways, featuring 15 different classes of steam locomotives. Cost of three-week tour, including air fare from New York, all rail fares, hotels and most meals, is \$3,325 per person (double occupancy). The West African extension is \$795 per person. For reservations and further information, contact Larry Steingarten, Philadelphia-NRHS International Tours, c/o Challenger Tours, 3672 Nottingham Way, P. O. Box 8965, Trenton, NJ 08650 (Telephone 609-586-4664).

MARCH 26: Second annual Canal History and Technology Symposium at Lafayette College, Easton, PA. Registration fee of \$25 includes coffee, doughnuts, lunch, as well as wine and cheese party at nearby Canal Museum. For information, write: Canal History & Technology Center, Canal Museum, P. O. Box 877, Easton, PA 18042 or telephone 215-258-7155.

APRIL 16-17: Tentative dates for steam excursion on Octoraro Railway's Wilmington & Northern branch from Greenville, DE to Coatesville, PA and return, using ex-Canadian Pacific Royal Hudson #2839. Sponsored by Wilmington Chapter, NRHS, further information will be provided in March Cinders.

APRIL 24: Spring 1983 Railroad Extravaganza and Flea Market, sponsored by Tri-State Chapter, NRHS, at Boy's & Girl's Club of Union, 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. For information, contact Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, or telephone 201-857-2987.

APRIL 30: "Farewell to Broad Street" 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.

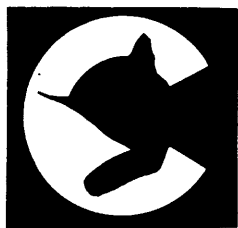
MAY 22: "Springtime on the Subway" special four-car train of clean cars will tour New York's IRT subway. Included will be trackage through yards, express running, an abandoned station, etc. Fare: \$15 adults, \$8 children, \$1 extra day of trip, \$1 discount for Branford members. Trip leaves Times Square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

It is with sadness that we report the passing of:

CARL A. SCHMID

January 21, 1983

Chessie System



MARYLAND DIVISION

THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)

CORRECTED TO JANUARY 1, 1983

EASTBOUND TRAINS

TRAIN	BRUNSWICK (MD)	POTOMAC YARD	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)	NOTES TO SCHEDULES:
CPTT	Lv 2320*	-	Ps 0210	Ps 0345	Ar 0430		Ar - Arrive
NE-84		Lv 1900	Lv 2215	Ps 0015	Ar 0115*	Ps 1130	Lv - Leave
OBSN(a)		Lv 2330*	Ps 0215	Ar 0345			Ps - Pass
PHTT(b)	Lv 0220*	-	Ps 0620(d)	Ps 0815	Ar 0900		* - Crew change
88	Lv 2230*	-	Lv 0230	Lv 0530	Ar 0630		(a) - Except Monday
396	Lv 1935*	-	Ps 0020	Ar 0250			(b) - Except Tuesday
682		Lv 2330	Lv 0900	Lv 1145	Ar 1245		(c) - Except Sunday

WESTBOUND TRAINS

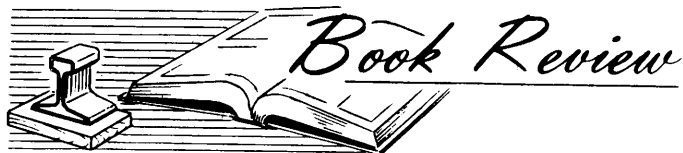
TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	POTOMAC YARD	BRUNSWICK (MD)	The following pickups and setoffs are made at Baltimore (Carroll):
CHTT(c)		Lv 2300	Ps 2345	Ps 0135(e)	-	Ar 0515*	(d) - Sets off at 0540
FLTT(a)		Lv 0200	Lv 0300	Ps 0435	Ar 0700		(e) - Picks up at 0205
GW-97		Lv 2130	Lv 2315	Ps 0115	-	Ar 0430*	(f) - Picks up at 0335
DH-87	Ps 0745	Ar 0800					
SLTT(c)		Lv 2359	Ps 0045	Ps 0235(f)	-	Ar 0615*	
85		Lv 1700	Lv 1900	Lv 2145	Ar 0230		

KEY TO TRAIN SYMBOLS:

CHTT - Philadelphia to Chicago (trailer train)
 CPTT - Chicago to Philadelphia (trailer train)
 FLTT - Philadelphia to Potomac Yard (trailer train)
 GW-97 - Philadelphia to East St. Louis
 NE-84 - Potomac Yard to Philadelphia (continues to
 Allentown as DH-84 via D&H)
 OBSN - Taft, FL to Wilmington (trailer train)

PHTT - East St. Louis to Philadelphia (trailer train)
 DH-87 - Allentown to Philadelphia (D&H)
 SLTT - Philadelphia to East St. Louis (trailer train)
 85 - Philadelphia to Potomac Yard
 88 - East St. Louis to Philadelphia
 396 - Saginaw, MI to Wilmington
 682 - Potomac Yard to Philadelphia

(All trains operate via Washington Subdivision)



DOODLEBUG COUNTRY: THE RAIL MOTORCAR ON THE CLASS I RAILROADS OF THE UNITED STATES. By Edmund Keilty. Published by Interurban Press, Glendale, CA 91205, 1982. Price: \$28.95.

Nearly any person who shows gray at the hairline recalls the rail motorcar--the "gas car", "puddle-jumper" or "doodlebug." They were found in all areas of the country but were ubiquitous in the Midwest. They drew branchline assignments, found themselves in commuter service and even toiled on shortlines. Lower operating costs commended them if their physical appearance did not.

This book is a sequel to Interurbans Without Wires which profiled motorcar manufacturers. Doodlebug Country takes a different tack, looking at the use of motorcars by the Class I carriers between 1900 and 1960. Rail diesel cars (RDC's) are not covered; they will be dealt with by Keilty in a later volume.

This is a handsome book that features a pleasant layout, excellent reproduction of illustrations and important factual material, but there is virtually no text and historical analysis is not attempted. Consequently, the book will be valued by rail buffs; less so by professional historians.

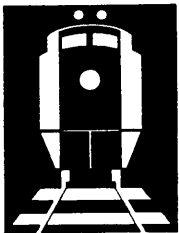
(Reviewed by Don L. Hofsommer in Lexington Newsletter)

PHILADELPHIA



FRANK G. TATNALL, JR.

Official opening of the center city rail tunnel and Airport High-Speed Line will reportedly be delayed (again), from January to March 1984.....Construction has begun on new escalators and enlarged platforms at Suburban Station. When it's all done there will be six run-through tracks connecting to the new tunnel, and two stub tracks.....SEPTA may build a connection from the Chestnut Hill West Branch to the Norristown Branch at 20th Street in North Philadelphia, allowing Chestnut Hill trains to avoid AMTRAK's Corridor mainline in favor of the ex-Reading Ninth Street Branch to Center City.



The Environmental Protection Agency has revised its timetable for removing toxic PCB compounds from railcar and locomotive transformers. A tentative deadline of January 1, 1982 was postponed, then replaced by a series of dates for partial compliance and a final date of July 1, 1986. If the original ruling had been enforced, a large majority of MU commuter cars operated by SEPTA, NJ TRANSIT and New York's MTA would now be out of service, as well as the few remaining GGI locomotives in North Jersey.

General Electric's Erie Avenue shop in North Philadelphia is modifying a group of ex-Reading Silverliners to make them compatible with Pennsy-side cars for operation in the new center city tunnel. The work includes addition of radios and cab signals and changes in pantograph tension.....The City-owned ex-Reading "Blueliners" continue in rush-hour service, with 35 of the 38 cars still on the active roster. Only 9112, 9132 and 9134 are set aside as the result of accidents.....Trains with mixed consists of Budd Silverliner II's and newer Silverliner IV's are now seen frequently on the ex-Penn Central lines out of Suburban Station. Prior to the SEPTA takeover this was not normally done on these lines, though it's been common practice for years on the Reading side.

SEPTA General Manager David L. Gunn is now in favor of electrifying the 15-mile Fox Chase-Newtown commuter line, according to reliable reports. SEPTA's previous position was that passenger volume did not justify the investment in electrification, but difficulties in maintaining the aging fleet of RDC cars and new estimates of potential ridership have apparently led to the change.....SEPTA couldn't get the RDC's cranked up during the last two weeks of January, so buses were substituted on the Newtown line.

While SEPTA struggled to restore normal service on the Media line last month, badly-needed track repair work was in progress between Fernwood and Secane. Some train delays and cancellations resulted from the single-track operation.....A track worker was killed at Primos on January 12 when he was struck by a passing commuter train. Employed by an outside contracting firm, the worker apparently did not hear the train because of the noise of construction equipment. The accident generated a controversy because the work crew was reported to be using only one flagman to warn of oncoming trains. CONRAIL had previously required additional flagmen.

In mid-January SEPTA increased the number of new B4 Kawasaki cars in Broad Street express service between Olney and Walnut-Locust stations. Now four four-car sets are used on weekdays, with another four cars held in reserve. Additional deliveries of the 125-car order are being delayed by a shortage of parts. Meanwhile, about 75 old cars continue to rumble beneath Broad Street, thanks to the herculean efforts of Fern Rock shop.

SEPTA



SEPTA last month issued an attractive, informative--and free--transit guide to Center City Philadelphia. Featuring individual maps and frequency tables for each bus, trolley and high-speed route serving the downtown area, this folder represents the first such effort by SEPTA's Operations Planning Department.....Have you noticed that the transit map at the Market Street entrance to 30th Street Station is still mounted in a frame bearing the PTC winged logo?

The last PCC car on Route 10-Lancaster Avenue is believed to have run November 26, 1982. All five subway-surface lines are now the exclusive domain of Kawasaki LRT cars.....In late December the few airbrake-equipped PCC cars still active in North Philadelphia were placed in storage at Luzerne depot.....At least one green all-electric PCC, #2790, is still running on Route 23-Germantown Avenue.....Work is nearing completion on two highway bridges designed to accommodate SEPTA streetcar traffic. Opening of the new Wayne Avenue overpass in Germantown is expected to result in restoration of Route 53 trolleys by spring, but completion of the 5th Street bridge over AMTRAK's mainline in North Philadelphia will probably not result in a startup of Route 50 rail service. The Wayne Avenue bridge project was the direct cause of Route 53's closure last March but Route 50 was bused as a result of a car shortage.

SEPTA has announced a total restructuring of one of its major bus lines, Route A operating between Barren Hill and Center City. The line is now quite complex, with several variations of express and local service via different routings. It is to be split into new Routes 9, 27 and 32, with the first two using the Schuylkill Expressway and 32 following the present local route. For the first time, direct service will be pro-

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

vided between Roxborough, the 30th Street Station area and 4th & Walnut Streets (Route 9). A new suburban fare zone will be established on Route 27 from Barren Hill. Public hearings on the plan begin February 23.

Mayor Green has set up a 13-member Urban Transportation Policy Board, to be composed of senior city officials and representatives from SEPTA, the Delaware River Port Authority, PennDOT and the Philadelphia Port Corp. David Williamson, the Mayor's transportation coordinator, was named chairman of the group, with the title of director of transportation.....The \$10.6-billion Department of Transportation appropriations bill approved by Congress in December includes \$1.2 billion in mass transit operating subsidies for this fiscal year, down from \$1.4 billion the previous year. (Modern Railroads).

Eight E44a electric freight locomotives (#4458-4465) were moved from Enola, PA to NJ TRANSIT's Elizabethport (NJ) shop on January 16, via CONRAIL train ENOI. The move appears to confirm earlier reports that NJT will replace its ten remaining GG1's with the newer E44's.....The first six of NJT's 70 Arrow II MU cars to be rebuilt by Morrison-Knudsen Company arrived last month at M-K's Boise (ID) shop. Reports are rampant that Morrison-Knudsen is looking for a suitable facility in the East to carry on its locomotive and car rebuilding business.

NJ TRANSIT NJ TRANSIT accomplished the takeover of its commuter operations from CONRAIL last month without a hitch. However, it has reached contract agreements with only four of 16 unions representing 2,600 rail workers.....Governor Kean is trying to abolish the 1,347 commuter rail passes currently issued to New Jersey legislators, judges and state employees, but a 1910 law authorizing the passes is still in force. The free rides cost NJ TRANSIT an estimated \$50,000 a year in lost fares.....RDC M-405 operated as a test train from West Berlin, NJ to Atlantic City on October 28, becoming one of the last trains to roll across the Atlantic movable bridge into the shore resort. "Atlantic" tower was closed effective November 19 and a bumper block installed at milepost 56.6 outside Atlantic City. The dragging equipment detector at milepost 53.1 near Absecon was also removed from service. However, NJ TRANSIT still has a small shop crew working on several of the ten RDC's stored in Atlantic City (West Jersey Chapter Crew Caller).



AMTRAK has launched a massive advertising campaign using the new theme "All Aboard Amtrak." Begun last month, the campaign includes full-color ads in national magazines, prime-time TV spots and promotional folders. "All Aboard Amtrak" replaces the familiar "America's Getting Into Training" slogan introduced in 1979. The apparent objective is to lure airline travelers onto the rails with headlines such as "Maybe your next flight should be on a train".

In a further effort to boost ridership, which is sagging because of the recession and discount air fares, AMTRAK has reintroduced its popular "Anywhere Fare" excursion plan. This time around, the name has been changed to "All Aboard Amtrak" fares and the price is only \$125 for a round-trip coach seat between any two cities in the Eastern section of the country. The same fare applies in the Central and Western regions, but travel between points in adjoining regions will cost \$225 and a coast-to-coast round trip is pegged at \$299. The reduced fares will be in effect from February 1 through the end of May.

AMTRAK says it can begin express passenger service between Philadelphia and Atlantic City within three years. New Jersey Transportation Commissioner John P. Sheridan hopes that repair work on the 60-mile former PRSL route can start this fall, funded in part by a \$30 million grant from Uncle Sam (see January Cinders). While the State is expected to name Amtrak as operator of the through service, it is less clear who will run commuter trains on the line. PATCO is known to be interested, having determined that ridership potential is sufficient to justify electrification between Lindenwold and Atlantic City.



CONRAIL Chairman L. Stanley Crane has been named Man of the Year for 1983 by Modern Railroads Magazine. The publication points out that Crane "led Conrail from a \$244 million deficit to a \$39 million profit in one year," in spite of a severe national recession. Crane is the only person to receive the MR award twice, having also been named in 1974 when he was executive vice president-operations for SOUTHERN RAILWAY.....CONRAIL has appointed Richard C. Sullivan, its former vice president-passenger services, to the position of vice president-resource development at Philadelphia headquarters.

Federal Railroad Administrator Robert W. Blanchette said last month that CONRAIL will meet a 1983 profitability test which the law requires to preserve the railroad as a single entity. In addition, said Blanchette, "Conrail's operating performance in a period of record low traffic indicates to me that Conrail will be found profitable under conventional business standards." He revealed that no offer has yet been made to purchase all or part of the railroad (Traffic World).

CONRAIL has filed "notices of insufficient revenues" covering about 150 miles of branch lines, including less than a mile in the City of Philadelphia, about 35 miles in the Scranton-Wilkes-Barre area and 70 miles in South Jersey. The notices will permit Conrail to file abandonment applications with the ICC in 90 days, and these must be granted within another 90 days unless an offer of financial assistance is received during that period. The lines affected in South Jersey include the NJ TRANSIT-owned routes between Winslow Junction and Atlantic City and between Tuckahoe and Cape May. In 1981 Conrail applied to abandon nearly 2,600 miles of lightly-used branch lines under another provision of the Northeast Rail Service Act (Traffic World).....Purchase of two short CONRAIL branches near Atlantic City by Shore Fast Line (see November Cinders) has been postponed. Meanwhile, Conrail continues to serve the lines with a local freight based at Hammonton, having transferred the crew out of Atlantic City. The last train to operate from Atlantic City yard was local freight WPAC-10 on November 12 (West Jersey Chapter Crew Caller). (Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

CONRAIL is encouraging shippers to load specified boxcars to certain regions of the country by offering refunds of \$100 per carload under a "Match-the-Mark" program which began February 1. Conrail estimates that up to 50,000 shipments a year may qualify for the refunds as shippers utilize cars which would otherwise move empty back to their owning roads, identified by the "marks" (initials) on the sides of the cars..... CONRAIL and the duPont Company have begun a program to move shipments of liquid waste in tank cars to duPont's Deepwater (NJ) wastewater treatment facility. Special truck-competitive rates have been established for the service.....CONRAIL has filed a protest with the ICC against a proposal by CHESSIE SYSTEM to cancel switching services for railroads which offer single-line freight rates lower than the corresponding joint-line rates in which Chessie participates. The U. S. Justice Department has stepped into the dispute, charging that Chessie's action is anticompetitive.

CONRAIL last month furloughed 546 employees at its four car and locomotive repair shops in Pennsylvania, because of poor business conditions. Affected were the Hollidaysburg, Meadville and Reading Car Shops and Altoona Locomotive Repair Shops.....CONRAIL and the Brotherhood of Locomotive Engineers have failed to agree on new contract terms, but it was uncertain what action if any the union would take when the notification period expires on February 4. A similar dispute with other U.S. railroads last September resulted in legislation forcing an end to BLE's four-day nationwide strike.

CONRAIL has sold Alco C430 locomotive #2051 to the SUSQUEHANNA, the third of 12 C430's retired by CR which have gone to the Jersey-based shortline.....The century-old ex-Reading depot at Hellertown, PA was demolished in early December. Passenger service on the Bethlehem line was ended by SEPTA in 1981 (L&V Chapter Laurel Lines).



PATCO introduced its new winter-spring 1983 schedules on January 22, bolstering service during evening rush hours. Trains will depart from 16th & Locust Streets station every 2.2 minutes between 5:03 and 5:16 PM, a period when almost 3,000 people board PATCO trains. Two of the trains are "super expresses" which do not stop at City Hall or Ferry Avenue in Camden or at Collingswood, Westmont or Woodcrest stations.....The Port Authority has approved an average 15.8 percent fare increase for PATCO, effective March 20. The hike would raise the one-way fare between Philadelphia and Lindenwold from \$1.45 to \$1.60.....The glassed-in entrance to PATCO's Franklin Square station in Philadelphia was torn down last month. PATCO spent \$1.5 million to reopen the long-abandoned station for the 1976 Bicentennial, but closed it again in 1979 because of low ridership.

Strasburg Museum news: An 1881 clock from the Pennsy's old Broad Street Station in Philadelphia has been donated to the Railroad Museum of Pennsylvania. The historic clock was dedicated at the museum on January 22 and is now in operation.....Its PCB problems resolved, restored GG1 #4935 is expected to move from AMTRAK's Wilmington shop to Strasburg on Saturday, February 12, for display at the State Museum. The 40-year-old GG1 will be towed by a diesel from Philadelphia to Leaman Place, where a STRASBURG RAIL ROAD steam engine will take over for the four-mile trip to Strasburg.....Original GG1 electric #4800 will be named a National Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers. A ceremony is planned at the museum in Strasburg, probably this spring (Lancaster Chapter Dispatcher).

WILMINGTON & WESTERN news: Ex-CANADIAN PACIFIC Royal Hudson #2839, which made a successful test run to Coatesville last December, is tentatively scheduled for two fantrips on the OCTORARO RAILWAY April 16-17. The trips will run on the Wilmington & Northern branch from Greenville, DE to Coatesville and return, sponsored by Wilmington Chapter, NRHS.....The item in January Cinders about a Walt Disney promotional train was partially correct. While ex-SOUTHERN PACIFIC #4449 will not be used, the Disney folks are considering other steam engines for a special train east of Chicago. One of the engines being talked about is W&W's 2839..... Ex-Jersey Central 0-6-0 #113, stored for years at Locust Summit, PA, has arrived by rail at W&W's Marshallton (DE) shop. Another W&W acquisition, ex-Pennsy 0-6-0 #60, was enroute from Pittsburgh to Marshallton in early February by highway hauler.....John H. White, Jr., famed rail authority and curator of transportation for the Smithsonian Institution, will be guest speaker at the March 4 annual dinner of Historic Red Clay Valley, W&W's parent organization. His subject: "The John Bull: 150 years and steaming."

The PENN'S LANDING TROLLEY COMPANY will keep its headquarters at Pier 5 North for the immediate future, according to the newsletter of Buckingham Valley Trolley Association which operates the line. A total of 3,752 revenue passengers were carried on cars 26 and 120 between Labor Day weekend and season's end on December 5, and plans are well under way for a resumption of tourist service on Delaware Avenue this spring. BVTA has also rebuilt its old diesel generator set in case it must be pressed into service.

West Jersey Chapter Member Richard Gladulich is completing his study of PRSL and predecessor companies, to be titled By Rail to the Boardwalk (West Jersey Chapter Crew Caller).....Ex-Pennsy 4-4-0 #1223, a fixture for years at Strasburg, is down with boiler problems and may have to be placed on static display. STRASBURG RAIL ROAD's own 2-6-0 #89 is receiving new tubes while 2-10-0 #90 and 0-6-0 #31 remain available for passenger service. Strasburg plans to build a new 170-by-60-foot shop building in which all heavy repair work and painting will be done. It will contain two 40-foot overhead cranes and a wheel lathe (Harrisburg Chapter Rail Review).....The Borough of Eddystone, PA has approved rezoning of the former Baldwin Locomotive Works office building for conversion to condominiums (Trains).....Both the chairman and president of the newly-merged UNION PACIFIC and MISSOURI PACIFIC rail system are ex-New York Central, ex-Penn Central operating officials who once worked in Philadelphia. The new chairman and CEO is former UP President John C. Kenefick and R. G. Flannery, ex-president of MP, is now president of the combined system, which has also absorbed the WESTERN PACIFIC.....CHESSIE SYSTEM has consolidated its operations into two regions, the Eastern based at Richmond, VA and the Western at Cincinnati.....CSX CORP. is studying the possible abandonment or downgrading of more than 5,000 miles of its 26,795-mile system, according to Chairman Hays T. Watkins.

Running A Railroad No Easy Job, SEPTA Finds

In its first weeks of hands-on experience, SEPTA has discovered that running a commuter railroad is no easy task.

At 12:01 AM on January 1 SEPTA assumed full responsibility for 245 miles of rail lines in five Pennsylvania counties, after Conrail relinquished its position as contract operator for SEPTA. By early February, service on the six former Reading lines had virtually returned to normal, but the other half of the commuter system presented a far different picture.

Delays, confusion and train cancellations were the order of the day every day at Suburban Station--especially during rush hours--and there were few signs of any real improvement. While Reading Terminal commuters seemed to be returning in their old numbers, ridership on the six former Penn Central lines continued to be noticeably lighter than pre-January 1 levels.

From Day One of SEPTA's takeover, it was apparent that the Reading side would recover more rapidly because it is a self-contained operation and therefore easier to manage. Moreover, its employees were qualified on all lines and its operations more flexible. The Penn Center routes, on the other hand, are interwoven with Amtrak's Northeast Corridor system and present a host of operational problems. Among these are a severe car shortage--only 100 of the 160 cars needed for normal service were available in mid-January--which SEPTA attributed to management problems at Paoli car shop. In addition, many qualified workers on the Penn Center side exercised their seniority and bid on jobs with Amtrak or in Conrail freight service. A serious morale problem, coupled with public recriminations between SEPTA and the operating unions over crew size and safety issues, also contributed to the poor performance on Suburban Station lines. SEPTA has agreed to pay Amtrak nearly \$7 million a year for use of its Corridor tracks and facilities.

* * * * *

As detailed in the last Cinders, SEPTA had intended to shut down its entire commuter system for up to two weeks, following the transfer from Conrail on January 1. This period was intended to smooth the takeover by allowing time for hiring and qualifying employees while administrative details were ironed out. However, Common Pleas Court Judge Abraham Gafni issued an order on December 28 blocking the shutdown and directing SEPTA to run as much service as possible during the transition period. As a result, SEPTA decided to halt operations for only about 18 hours, beginning at 6 PM on Friday, December 31. The last Conrail-operated train to leave downtown Philadelphia was West Trenton local #560, which pulled out of Reading Terminal a few minutes after six that evening.

Following is a chronicle of how SEPTA gradually resumed service on its "Regional High Speed Division":

Saturday, January 1 - Limited service begins shortly after noon on the six ex-Reading lines and the Paoli line. About 65 trains are run.
Sunday, January 2 - Service is expanded to the 108-train interim schedule announced three days before. Again, only the Reading and Paoli lines are operated.
Monday, January 3 - The same 108-train schedule is offered, about 20 percent of the 554 trains normally run on weekdays. Some trains are annuled because of crew shortages.
Tuesday, January 4 - Service is beefed up to 129 trains, some of them "unannounced" departures from Reading Terminal.
Wednesday, January 5 - Six more runs are added on the Paoli line.
Thursday, January 6 - Full service is resumed on all Reading lines and a Saturday schedule is observed on the Paoli line.
Saturday, January 8 - The Media line reopens on a Saturday schedule between Swarthmore and Penn Center only--the Crum Creek bridge is still out of service.
Tuesday, January 11 - Saturday service begins on the Wilmington line but only between Marcus Hook and Penn Center. Delaware is now permanently out of the system, according to a SEPTA announcement.
Thursday, January 13 - Chestnut Hill West and Ivy Ridge lines resume operations using the Saturday timetable. A total of 389 trains are now scheduled on 11 lines.
Saturday, January 15 - Trenton, the last line to be restored, begins fitful service on a Saturday schedule.
Tuesday, January 18 - Paoli becomes the first Penn Center line to resume full weekday service.
Thursday, January 20 - Marcus Hook and Ivy Ridge go to full service.
Monday, January 24 - Normal weekday operations are scheduled on all 12 commuter lines, although some Swarthmore trains are cancelled because of trackwork near Secane.

* * * * *

During January and early February a state of cold war seemed to exist between SEPTA and the 15 unions representing 1,400 workers who operated and maintained the trains for Conrail. Only three of these unions with about 300 members had agreed to new contract terms with SEPTA, while other workers stayed on the job without contracts. Although SEPTA had served notice that it intended to operate the system with a reduced workforce, some jobs remained unfilled and SEPTA was forced to take out full-page newspaper ads to recruit ex-Conrail employees for such jobs as engineers, yard foremen, "towerpersons" and electric car maintainers. By the end of January about 1,000 workers were on the SEPTA payroll.

(Continued on Page 10)

RUNNING A RAILROAD NO EASY JOB, SEPTA FINDS *(Continued from Page 9)*

The heart of the dispute is SEPTA's insistence that the rail unions accept the same pay scales and work rules as now in effect on the City Transit Division. The unions for their part are holding out for basically the same contracts which existed under Conrail, contracts which SEPTA believes are prohibitively expensive and would lead to the ultimate death of the commuter rail system. In Fiscal 1983 the rail lines are expected to cost about \$87.6 million to operate, representing a deficit of up to \$20 million. Labor costs make up 68 percent of the total.

In late December union leaders dramatically withdrew their long-standing threat to strike on January 1, agreeing instead to stay on the job while negotiations with SEPTA continued. But as talks dragged on with little apparent progress, seven of the unions asked SEPTA to submit the entire dispute to binding arbitration. On January 20 SEPTA rejected the offer on the grounds that it could not allow a third-party arbitrator "unaccountable to the taxpayers and commuters of the region" to decide the future of the rail system.

The following day, heads of the 12 unions still without contracts voted unanimously to strike and appointed a committee to set a date for the walkout. If such a strike were carried out, the union chiefs threatened to set up picket lines around SEPTA transit facilities in an effort to completely shut down the area's mass transit network. SEPTA carries about 450,000 daily riders in addition to the fewer than 50,000 rail commuters.

Union spokesmen later asked for and received permission to argue their case before the full SEPTA board at its January 26 meeting. Clerks Union Vice President Al Archual berated SEPTA management for its "take it or leave it" attitude and strongly defended the "scope rule" which prohibits the members of one craft from doing the work assigned to another craft. SEPTA officials for their part insisted that the scope rule must be changed to increase productivity and cut labor costs.

The day prior to this confrontation, Judge Gafni dismissed a contempt of court petition filed against SEPTA by a Montgomery County commuter and two Philadelphia City Councilmen. The judge also vacated his December 28 order in a class action suit brought by the same plaintiffs, saying that he was satisfied with SEPTA's "good faith" effort in trying to restore as many trains as possible. He refused, however, to dismiss another petition seeking to have the court appoint a receiver to manage the local rail operation.

After more than a month of debate and uncertainty, the strike threat continues to hang like a dark cloud over SEPTA's commuter rail system, and indeed over the five-county region. To make matters worse, the date of March 15 is looming on the horizon, the deadline for negotiating a new contract between SEPTA and its city transit workers. If both the rail and transit contracts remain unresolved at that time, March 15 could become The Day the City Stopped.

GG1 4935 HEADS TO STRASBURG ON FEBRUARY 12

Famed GG1 electric locomotive #4935 will be moved to the Railroad Museum of Pennsylvania at Strasburg on Saturday, February 12. Stored at Amtrak's Wilmington shops since making its final revenue run on October 10, 1980, the ex-Pennsylvania, ex-Amtrak GG1 has been donated to the museum by its present owner, NRHS Honorary Member Russell Wilcox of Baltimore.

Its transfer to Strasburg is possible because the Environmental Protection Agency has ruled that electric locomotives may be moved to locations for stationary display without being stripped of their transformers. Most transformers on older electrics contain toxic PCB compounds which are banned by EPA regulations.

The 4935 was restored to its former PRR dark green paint scheme in 1977 through the efforts of Friends of the GG1, a grassroots railfan organization in which several NRHS chapters and individual members participated.

After it is hauled from Wilmington to Philadelphia early on the morning of February 12, #4935 will be coupled behind an orange Amtrak GP9 near 30th Street Station for the 55-mile trip to Leaman Place, PA. The special is expected to follow Harrisburg train #609 which leaves 30th Street at 12:14 PM, proceeding as far as Parkesburg where it will wait for eastbound Train 40, the Broadway Limited, due at 1:53 PM. It will then cross to the #1 eastbound track for the rest of the journey to Leaman Place, arriving there about 2:15 PM.

The Strasburg Rail Road may then use one of its active steam locomotives, 2-10-0 #90 or 0-6-0 #31, to haul the 4935 over the last four miles to the museum. It is hoped that #4935 will be placed for display close to newly-restored GG1 #4800, also painted dark green but with an earlier version of the Pennsy pinstripes and lettering.

The two classic locomotives will be available for a special "PRR Day" scheduled at the museum this May, in connection with a meeting of the Pennsylvania Railroad Technical & Historical Society.

PHILADELPHIA EXPRESS EXTRA SECTION:

The Senate on February 1 confirmed Elizabeth Hanford Dole of Kansas as the new Secretary of Transportation, replacing the controversial Drew Lewis.....Tri-State Chapter is planning two trips over CONRAIL's West Shore freight line along the Hudson, tentatively set for May 29-30.....We hear reports that AMTRAK will soon reroute its San Francisco Zephyr over the DENVER & RIO GRANDE WESTERN west of Denver, displacing the much-loved Rio Grande Zephyr.

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