



CINDERS



January 1983

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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Commuter Rail System Limpes Into New Year



Regional Rail Service

At the stroke of midnight on Saturday, January 1, 1983, SEPTA took over full control of Philadelphia's commuter rail system. For weeks, train riders had heard a drumfire of warnings from SEPTA officials, Mayor Green and the media that the entire system might be shut down for an indefinite period, but several last-minute developments altered their predictions. In fact, limited service was resumed on the six former Reading lines and on the Paoli line by early afternoon of New Year's Day.

The transfer from Conrail to SEPTA operation was complicated by the absence of contract agreements with 13 of 15 unions which represent the rail workers, but an order handed down on December 28 by Judge Abraham Gafni of Philadelphia Common Pleas Court directed SEPTA to maintain as much service as possible during the transition period. The court order, which resulted from a class action suit filed by a Montgomery County commuter, voided SEPTA's earlier plan for an "administrative" shutdown of up to two weeks while workers were hired and qualified.

That plan, in turn, followed a surprise announcement by the unions on December 20 that they would not strike the system on January 1, as had been generally expected, but instead would continue working without contracts until "collective bargaining has been given a fair chance to resolve the dispute." The unions' dramatic change in position was seen as a public relations coup intended to cast SEPTA in the villain's role if a shutdown occurred, rather than allowing the public, its elected officials and the media to fix blame on the workers themselves. Early in January, however, union leaders backed away from their no-strike pledge, complaining of a lack of progress in their negotiations with SEPTA.

About two weeks prior to January 1, SEPTA and the Delaware Valley Regional Planning Commission unveiled an elaborate plan--more than a year in the making--for alternative transportation in the event of a rail shutdown. Thousands of specially-prepared maps, along with extra printings of SEPTA trolley, bus and high-speed line timetables, were distributed to commuters at information booths set up in Reading Terminal, Penn Center and 30th Street stations. Even after interim train schedules were announced on Thursday, December 30, rail riders were exhorted to stick with their plans for using other public transportation or carpools because only skeletal train service would be offered and even that would depend on the availability of qualified crews. A special timetable, effective at noon on January 1, was rushed to the printer and thousands of copies distributed to Reading Terminal and Paoli line riders. No service was to be offered for the time being on the other five lines operating out of Suburban Station.

As the drama unfolded, the course of events was reflected in headlines of the Philadelphia Inquirer:

Thursday, December 16	- "Alternatives Outlined for 'Probable' Rail Shutdown"
Tuesday, December 21	- "Rail Unions Say They'll Stay on Job"
Thursday, December 23	- "SEPTA's Nightmare: Who'll Show Up to Run the Trains?"
Tuesday, December 28	- "SEPTA Says It May Cut 300-400 Jobs"
Wednesday, December 29	- "Trains Must Run, Judge Rules"
Thursday, December 30	- "SEPTA Plans 'Best Efforts' to Keep Trains Running"
Friday, December 31	- "SEPTA to Run 18% of Trains"
Saturday, January 1	- "SEPTA Rail Slowdown Begins"
Sunday, January 2	- "SEPTA Gets Some Trains Going"
Monday, January 3	- "SEPTA, City Braced for Rush Hour"
Tuesday, January 4	- "All Reading Runs Resume Thursday, First Day Smooth"
Wednesday, January 5	- "Rail Unions Drop No-Strike Pact"
Thursday, January 6	- "Two Rail Lines to Delaware County Reopening"
Friday, January 7	- "SEPTA Riders Stalled, Problems Plague Both Main Lines"
Saturday, January 8	- "Rail Service Still 'Far from Perfect'"

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Amtrak's Board of Directors has authorized the conversion of 47 additional "steam" cars to Heritage Fleet. We've commented on some of this work in prior issues, but here's an update to include what is now known, to presstime.

First, ten baggage cars are to be converted from nine baggage-dorms and one lounge. These are required to deal with increasing mail loads. All were originally Ambulance cars built by St. Louis Car in 1953. Old car numbers (with new in parentheses) are as follows: 1419 (1184), 1412 (1185), 1413 (1186), 3407 (1187), 1401 (1188), 1411 (1189), 1428 (1191), 1422 (1192), 1418 (1193), 1409 (1194). These conversions are similar to 1178-1181 and 1183, performed during the end of the prior Fiscal Year.

Six former *El Capitan* hi-level diners (built by Budd in 1956) will be rebuilt as diner-lounges for the *Pioneer* and *Desert Wind*. Old and new numbers are: 9980-9985 will become 39980-39985. These cars will replace Superliner diners on the two trains and will provide additional meal capacity on western routes.

Four former *Broadway Limited* twin-unit diners will be rebuilt (eight cars, numbered 8800-8807). Reports are sketchy, but they may run on the *Broadway Limited* during the summer and the *Silver Meteor* in the winter. Rumors continue to circulate regarding Amtrak's involvement in an auto-carrier service, which could also be a location for such cars. Unconfirmed reports seem to indicate that the dormitory section of these cars will be replaced by a lounge.

Twenty 10-6 sleepers come next, with many of these cars already at Beech Grove when last year's program was cut back on February 1, 1982. That program called for 33 cars, but only eight (2461-66 and 2475-76) were completed. Preliminary reports have most of the remaining cars scheduled except that three have been deleted to make way for the three bedroom cars noted below. Latest reports indicate the following equipment is to be rebuilt: 2649(2482), 2653(2471), 2654(2472), 2655(2473), 2671(2871), 2672(2872), 2673(2873), 2674(2874), 2675(2875), 2677(2877), 2678(2878), 2700(2474), 2704(2477), 2705(2478), 2706(2479), 2707(2480), 2708(2481), 2798(new number not available), 2834(2895), and 2836(2896). This is not an official list, but is based on data published in a magazine, which did not give its sources (an earlier Amtrak list included 2662 and 2663, but not 2798 and 2655).

Last, three 11-bedroom sleepers, intended for *Silver Meteor* service, will be rebuilt. The publication I've read indicates that cars 2200, 2201 and 2204 will be the candidates. However, since car 2200 has suffered fire damage at Buffalo, my guess is that cars 2201, 2202 and 2204 will be rebuilt. No new numbers are available as yet.

Elsewhere, ten long-distance Heritage Fleet coaches are being converted to Clocker-type coaches at Beech Grove. Cars 4706-4714 (except 4711) and 4721, 4731 will become 7620-7629. These are needed in short order to replace multiple-unit equipment on Trains 252 and 227 (Trains 254 and 223 will remain MU's under an agreement with NJ Transit, owner of the leased MU cars).

In mid-December, the *Lake Shore Limited* received its first Amcoach II's, with cars 25088-25091 noted so far. In other Amfleet changes, "half clubs" 20114 and 20115 are being converted to full clubs 20680-20681. A total of 12 full clubs will then be available for the ten trainsets needed to work the New York-Washington Metroliner Service.

Since December 16, two AEM-7's have been assigned to all Northeast Corridor trains when consists exceed 12 cars. They were noted on several runs Christmas weekend.

It is my usual practice to review Amtrak's operations the Sunday after Thanksgiving, this being the heaviest travel day of the year. In the Northeast Corridor, I understand that passenger loadings were off a bit from previous years, but the trains were long, and there did not appear to be any overcrowding as a result. Some of the interesting (i.e., non-Amfleet) equipment in operation this day was as follows:

Heritage fleet equipment operated on Trains 190-177 (10 cars), 177 (two cars New Haven-Washington), 222-157 (4 cars Philadelphia-New York), and Advance 170 (six cars New York-Boston). I did not see cars 7004, 7607, 7613 or 7616 in service. Maryland DOT coaches turned up on trains 182—1st 51 (nine cars), trains 142-147 (three cars) and train 89 (four cars). Twenty-two Jersey Arrow II MU cars were deployed on trains Advance 161-188 (eight cars), Advance 95-220-227 (four cars), 202-221 (four cars), 252-225 (four cars) and 227 (two). In addition, 36 Arrow III MU's were also borrowed from NJ Transit, assigned as follows: Trains 183-186 (eight cars), 135-Advance 60 (four cars), 135-Advance 90 (two cars), Advance 20-Advance 19-Advance 90 (eight cars), Advance 94-Advance 173 (six cars), and 187-Advance 66 (eight cars).

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ON THE SCENE (Continued from Page 2)

Apart from the extra sections accounted for above, Amtrak operated an extra locomotive-hauled section of Train 173 westbound, Train 170 (New York-Boston), and another New York-Boston extra ran as Advance 94 with eight coaches and a lounge off the *Crescent* (they were returned in time to go back to New Orleans on Monday afternoon). E60 electrics were, as usual, rare, but I noted these examples in service: 959 (Trains 89 and 60), 963 (Train 88), 965 (Train 82) and 967 (Train 40). In addition, a fifth unit, which I missed, was assigned to Train 81.

Elsewhere, the *Pennsylvanian* had three cars on one train, and believe it or not, four on the other! By the way, PennDOT has announced that Trains 37, 38 and 39, the *Fort Pitt*, between Altoona and Pittsburgh, will be discontinued at the end of January due to inadequate patronage. Trains 37 and 38 will make their last runs on Saturday, January 29, and Train 39 will operate from Altoona to Pittsburgh on Sunday morning, January 30, ending that service.

Chicago had no extra sections carded, but longer consists were to be found on most trains. First, the two Milwaukee-Chicago round trips were protected by four Superliner coach-baggage cars, an F40 and (on the other end) Milwaukee Road GP40 #2014. Trains 350-355 between Chicago and Detroit ran with six high-level coaches and high-level lounge 39972. And, the 12 9600-series bi-level coaches were all deployed on trains to Decatur and Carbondale (six each). The *International* went out behind VIA LRC locomotive 6901, four Tempo coaches, one Heritage coach and two Amfleet cars.

In New York, over at Grand Central Terminal, two extra Amfleet trainsets were formed and operated on November 28 on Trains 56-65 (seven cars) and Trains 72-73 (12 cars). Amfleet cars were borrowed from the N.E. Corridor pool to give the Empire Service no less than 40 cars. Six Turboliner trainsets totalling 32 cars were operated, including some extra sections. Two cab units, 151 and 155, plus a coach, did not operate.

Thirty-two Amfleet cars ran on the five *San Diegan* trainsets (seven extras) and the *San Joaquins* all carried at least one extra coach. In the Pacific Northwest, the Seattle-Portland train ran to 12 high-level cars!

NJ TRANSIT's last bastion of "steam equipment" will serve on the Bay Head-New York trains. The drill calls for 52 coaches, four bar cars and a commuter club. Eventually, they hope to keep 65 coaches and five bar cars (the commuter club is presumably on its own).

The drill goes like this on weekdays:

four cars Trains 3304-3307-3326-3301 (first day)
 four cars Trains 3308-3311-3332 (second day)
 four cars Trains 3303-3322-3327 (third day)
 seven coaches plus a bar Trains 3304-3327
 five coaches plus a bar Trains 3308-3311
 11 coaches, plus bar and lounge Trains 3312-3323
 nine coaches plus bar Trains 3314-3315
 eight coaches Trains 3320-3329.

In mid-December, at least 15 100-series coaches had been transferred to service out of Sunnyside. Their places were taken by three trainsets of new Bombardier cars on Newark-Bay Head trains. Two trains of "steam" cars were still running out of Newark at press time, but will get new cars in the near future.

Ex-Pennsy trains out of Bay Head get double GP40P's on heavy runs, and by mid-December, only one train had E8's. A three-unit set (4267-4248-4312) was seen December 10 on Train 3312, 4251 was "active" but at Elizabethport shops and 4272 and 4323 were spares at South Amboy.

In late commuter rail developments, all Newark-based NJ Transit commuter trains are equipped with Bombardier-built push-pull equipment, as of December 31. NJ Transit will be acquiring eight E-44a electric locomotives, from the 4456-4465 series, together with 40 H37 or H39 series hopper cars, 30 G31 series gondolas, five 931B series box cars and four GP9's, as the agency assumes operation of its trains.

Connected with the above, SEPTA has acquired former Conrail GP9's 7019 and 7028, and they were noted at Wayne Junction early in January. It is expected that the former Reading FP7A's will be most likely removed from service and retired.

ADDENDA TO AMTRAK MOTIVE POWER ROSTER

The following additions and deletions should be made to the roster of Amtrak motive power as published in the March 1982 issue of Cinders:

ADD Model SDP40F #629, 639, 644, 649 (NEW TOTAL 8). Units reactivated.
 DELETE Model E60MA #966, 968 (NEW TOTAL 18). Units sold.
 DELETE Model RS1 #43 under Washington Terminal (NEW TOTAL 5). Unit sold.

COMMUTER RAIL SYSTEM LIMPS INTO NEW YEAR *(Continued from Page 1)*

During the first few days, SEPTA operated about 108 trains a day on seven lines--Paoli, West Trenton, Lansdale-Doylestown, Fox Chase, Chestnut Hill East, Warminster and Norristown. This was less service than normally provided on Sundays and only 20 percent of the 554 weekday trains which Conrail had run prior to January 1. About 120 employees were on the job, according to press reports.

A crisis condition was expected on Monday, January 3, the first full workday, but rail riders generally heeded the planners' advice to use alternate means of transportation. In addition, some center-city firms agreed to stagger their work hours. Commuter trains, many of them with empty seats, carried only a small fraction of the 50,000 riders who normally use the rail system. SEPTA's Red Arrow and Norristown high-speed lines were jammed during the morning rush hour, but traffic flowed smoothly through 69th Street Terminal and Market-Frankford el trains were dispatched as soon as they were loaded. Two-car trains of new Kawasaki LRV's were in use from Media and Sharon Hill, and four sets of bullet cars were running between Norristown and 69th Street--the first time the 51-year-old Bullets had been MU'ed in regular service for several years. An added attraction was a pair of even older "Strafford" cars, believed to be #160 and 167, which made at least one MU run to Norristown and back. Some Delaware County bus routes were also beefed up, and special buses helped haul trolley riders between Drexel Hill and 69th Street.

The Broad Street subway also experienced somewhat heavier than normal loadings during the day but there were no serious problems. SEPTA placed three four-car sets of newly-delivered Kawasaki cars in all-day express service between Olney Avenue and Walnut-Locust stations, making intermediate stops only at Erie Avenue, Girard and City Hall. It was the first time in at least four years that express service had been run on Broad Street, the result of car shortages which culminated in 1980 when the line was nearly shut down for lack of operable equipment. The Delaware and Schuylkill Expressways, as well as other main highways, experienced little more than normal rush hour traffic, and the ten emergency parking lots set up at various locations around the city were not filled. (Two of them in the 69th Street area, however, proved so popular that DVRPC received requests to retain the lots permanently.) Amtrak came to the rescue of commuters west of Paoli by running AEM-7's and Heritage coaches on Harrisburg trains 600, 602, 615 and 617 into and out of Suburban Station.

Tuesday, January 4, was expected to produce heavier traffic than Monday, because some workers took Monday as an extra holiday. Surprisingly, though, the mass transit and highway systems were again able to cope and few problems were experienced. Commuter rail service was increased to 129 trains and a few more were added the next day. As additional employees became available, SEPTA announced that it would restore full service to the six ex-Reading lines on Thursday and place Saturday schedules in effect on the Paoli line. Some trains were operating with more cars than usual and others with fewer. At least five Paoli trains were cancelled or delayed on Thursday morning when two pigeons became entangled in overhead wires at Paoli, causing a 90-minute power outage. Several trains on the Warminster, Norristown, Chestnut Hill East and Lansdale lines were cancelled because there were not enough crewmen, even though SEPTA was operating with smaller train crews than permitted under the former agreements.

The Media line was reopened on January 8 between Swarthmore and Suburban Station with trains running on a Saturday schedule. Service was to resume on the Wilmington line January 11, but only as far as Marcus Hook. SEPTA said that it would no longer operate trains to Claymont and Wilmington because the State of Delaware has refused to pay its fair share of the cost of running the service. At presstime, no announcement had been made concerning resumption of service on the Trenton, Chestnut Hill West and Ivy Ridge lines, all of which are paralleled by other commuter rail routes.

The Northeast Rail Service Act, passed by Congress in 1981, required that Conrail get out of the passenger business no later than January 1, 1983. SEPTA elected to take over direct operation of the six ex-Reading and six ex-Penn Central commuter lines which Conrail had been running under contract, but declared that existing railroad wage levels, job classifications and work rules were inappropriate for a short-haul passenger system. As a result, SEPTA early on informed the 15 rail unions that their Conrail agreements were too costly, and that commuter rail workers should accept the same pay and work rules as City Transit Division employees. During the past several months of negotiations, the unions have generally insisted that their old agreements be retained, or only slightly modified.

On December 6, Presidential Emergency Board No. 196 issued its non-binding report on the dispute. In agreeing with SEPTA's position, the Board said that it "strongly believes that SEPTA should be viewed as a transit operation and not as a railroad...Economy and efficiency require that the rail operations be assimilated into the existing transit system. With due respect for craft dignity and tradition, the rail operation will become a segment of an area transit system and it must be operated accordingly."

In its "final offer" to the unions, which the government panel accepted, SEPTA had modified its original stand by agreeing to set up a special fund to pay former Conrail employees the difference between their old wage levels and prevailing transit pay. Non-operating employees would be fully covered but operating employees, members of the Brotherhood of Locomotive Engineers and the United Transportation Union, would be subject to wage "caps" of \$35,000 per year for engineers and \$31,000 for conductors. The special "transition" payments would continue at the same level until regular transit wages catch up with railroad wages or until June 30, 1986, whichever is earlier. Conrail workers also have the option of "bumping" into freight service, but some have inadequate seniority to hold such jobs.

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COMMUTER RAIL SYSTEM LIMPS INTO NEW YEAR *(Continued from Page 4)*

Thus far, agreements have been reached only with the Brotherhood of Railway Carmen and the Transport Workers Union, who between them represent about 300 of the 1,400 unionized employees in Conrail's SEPTA Commuter Region. SEPTA and the other 13 unions are still reported as far apart in their bargaining positions and some rank and file members are said to be pressing their leaders for a strike. As matters stand, Conrail employees already hired by SEPTA are being paid SEPTA wages and are working under SEPTA work rules and SEPTA managers.

SEPTA has designated the commuter system as its Regional High Speed Division, and has issued "RHSD" cloth patches to its uniformed employees. John Canfield, formerly of Boston's MBTA, has been appointed general superintendent. Assistant general superintendents are Charles Deweese for the Reading Terminal lines and Joseph Gaynor for the Penn Center lines. Deweese came from the Terminal Railroad Association of St. Louis and Gaynor from the Long Island Rail Road.

The future of SEPTA's five-county commuter rail network is still to be determined. Negotiations with the unions promise to be difficult and a job action by the workers cannot be ruled out. Time is an important element for another reason: the present contract with City Transit Division workers expires on March 15. In the past, whenever a transit strike occurred, commuter rail service was available as an alternate source of transportation.

Last month, the Inquirer summed up the problem in an editorial: "For commuter rail lines the one issue is survival."

Ten GG1's Are Saved by Museums

Amtrak and Conrail have completed the retirement of their once-large fleets of GG1 electric locomotives, but ten of the venerable machines have thus far been preserved by various rail museum groups. Of the 139 GG1's built for the Pennsylvania Railroad between 1934 and 1943, only ten are still in operation. These units are running out their last miles in commuter service for New Jersey Transit and at least one of them, tuscan-red #4877, is also expected to be saved for museum display.

Here is a rundown of the GG1's already acquired by private groups:

Road #	Original #	Last Owner	Year Built	Display Location
4800	4800	Conrail	1934	Railroad Museum of Pennsylvania, Strasburg, PA
4859	4859	Conrail	1937	Amtrak Station, Harrisburg, PA (<i>Note 1</i>)
4890	4890	Amtrak	1940	B&O Railroad Museum, Baltimore, MD
4906	4903	Amtrak	1940	Lakeshore Railroad Historical Foundation, Elkhart, IN
4913	4913	Amtrak	1942	Railroaders Memorial Museum, Altoona, PA
4917	4919	Amtrak	1942	Roanoke Transportation Museum, Roanoke, VA
4926	4933	Amtrak	1943	New York State Fairgrounds, Syracuse, NY
4934	4917	Amtrak	1942	Wilmington & Western Railroad, Marshallton, DE
4935	4935	Amtrak	1943	Railroad Museum of Pennsylvania, Strasburg, PA (<i>Note 2</i>)
4939	4927	Amtrak	1942	Illinois Railway Museum, Union, IL

Note 1 - Temporarily stored at Railroad Museum of Pennsylvania, Strasburg, PA, pending restoration.

Note 2 - Temporarily stored at Amtrak shops, Wilmington, DE.

Several NRHS chapters were involved in the preservation of these GG1's. Lancaster Chapter advanced the funds for purchase of both 4800 and 4859, while Horseshoe Curve Chapter acquired #4913 and Central New York Chapter #4926. Harrisburg Chapter is spearheading the drive to raise funds for refurbishing #4859.

Three of the locomotives have already been restored to Pennsy-style paint schemes, #4800 recently being redone in her original dark green with widely-spaced pinstripes, #4913 in tuscan red with pinstripes, and #4935 in dark green and conventional pinstripes. The latter unit, of course, was restored in 1977 through the efforts of the Friends of the GG1 Committee, in which a number of NRHS chapters participated.

AMTRAK OFFERS 1983 CALENDAR FEATURING HELL GATE BRIDGE

Somewhat belatedly, Amtrak announced in late December that its 1983 calendar is now available. The 12-month wall calendar again features a full-color painting by noted artist Gil Reid, this year depicting a New England Metroliner powered by an AEM-7 locomotive passing museum-bound GG1 #4935 on Hell Gate Bridge in New York.

The new calendar is available for \$3.50 per single copy, a substantial price reduction from previous years. Two copies may be ordered for \$6 and three for \$8 when sent to the same address. In addition, copies of the 1980, 1981 and 1982 calendars are available for \$4 each. A street address must be shown because orders will be shipped by United Parcel Service.

Checks should be made payable to "Amtrak Calendar" and sent to: Amtrak Calendar, P. O. Box 311, Addison, IL 60101.

PHILADELPHIA

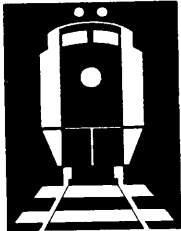


FRANK G. TATNALL, JR.

The big news hereabouts this month is SEPTA's takeover of the commuter rail system (see Page 1), but other things are happening, too. Not mentioned in press accounts of the rail "crisis" was the almost-forgotten Newtown branch (known officially as the Fox Chase Rapid Transit Line). As a transit operation, it is not involved in the current dispute between SEPTA and the unions and continues to operate normally. "Normally" means that only one pair of RDC's is available for service, with the other weekday "train" being represented by a bus much of the time. Lately, RDC-1 #9151 and ex-buffet-lounge #9166 have been in service, while six other cars are stored at Newtown and two at Southampton.

SEPTA was in a hassle with AMTRAK over trackage fees for commuter trains which use the Northeast Corridor. But SEPTA General Manager David L. Gunn has discussed the matter with Amtrak President W. Graham Claytor, Jr., and a settlement is reportedly in the offing. Amtrak wanted to raise its charges from \$4 million to \$12 million a year, but ways have been found to cut that figure drastically. The Interstate Commerce Commission is nonetheless going ahead with its investigation of the complaint filed last fall by Amtrak asking the ICC to prescribe "fair and reasonable" charges for use of its Corridor trackage.

SEPTA and CONRAIL have gone to binding arbitration to determine who owns certain branchlines in the Philadelphia area (see November Cinders). Last month Arbitrator J. Stewart Warden ruled that Conrail would retain the New York Short Line between Cheltenham Junction and Newtown Junction in North Philadelphia, the New York branch between Neshaminy and Yardley in Bucks County and the Stony Creek branch between Lansdale and Norristown in Montgomery County.



SEPTA last month issued a beautiful four-color folder detailing the reasons why it was forced to close the Crum Creek bridge in Delaware County last September 27. Graphic photos illustrate the severe deterioration of the 85-year-old structure, located on the Media line just south of Swarthmore station. SEPTA has decided to spend about \$1.23 million to restore the bridge for 25 more years of service, and estimates the work will be completed in October 1983.....General Railway Signal Company was the apparent low bidder on a \$12.5-million City contract to design and construct a CTC signaling system between Wayne Junction yard and 16th Street Junction in North Philadelphia. This work is part of the ongoing center city rail tunnel project, which also includes a new commuter car storage yard now being built at Wayne Junction (Progressive Railroading).....A new wheel truing shop is being built alongside SEPTA's Wayne Junction electric shop. The machine itself is to be relocated from Reading.

As part of its takeover of commuter rail service, SEPTA is acquiring two GP9 diesel-electric locomotives from CONRAIL for use in work train service. The units are #7019 and 7028 and have been spotted at Wayne Junction lettered "SEPTA." Apparently SEPTA will also retain Conrail SW1 #8556, which has long been leased for use as shop switcher at Paoli car shop.....City-owned MU #9103 is the first of the ex-Reading Blueliners to be modified for service through the commuter tunnel. Now equipped with radio and cab signals and stripped of its bus connectors, the 50-year-old car returned to service late last month.....SEPTA has retired its last 11 ex-Reading "green" MU's. At least three have been seen enroute to scrap.

SEPTA has rebuilt the West Chester branch between Elwyn and West Chester as part of a training project which it began last June. The speed limit has been raised to 55 mph over most of the line, the fastest in years. SEPTA has also built a rail training center on the branch at Lenni, Delaware County, where four Silverliner IV's are now based (see December Cinders).....Shuttle bus service is still being provided between West Chester, Media and Swarthmore, as a result of the closure of Crum Creek bridge.....SEPTA completed the transfer of its ticket offices to Blue Ribbon Services, Inc. last month. The non-union contractor, which also operates some newsstands and other concessions, has received a \$2.2-million contract from SEPTA to handle all ticket sales.....SEPTA has set up a mobile ticket office at Paoli station, as part of a dispute with AMTRAK over sale of commuter tickets at Amtrak-owned stations. No longer will Amtrak tickets be sold at SEPTA-operated stations.

Two downtown landmarks may soon be changing hands. Philadelphia Business Journal reports that Suburban Station Building at 16th Street & JFK Blvd. will be sold by Prudential Life Insurance to Richard I. Rubin & Company, a local real estate firm. And PBJ also reports that 90-year-old Reading Terminal is a leading candidate to become part of a new downtown center.

The Inquirer Today Magazine of January 2 carried an item entitled "A Paradise for Railfans," by Chapter Member Lawrence L. Stier, which described the Philadelphia area's highly-diverse train and trolley networks, and its interesting station buildings.....SEPTA will receive \$39 million in Federal grants during the current fiscal year to assist in the takeover of its commuter rail system. NJ TRANSIT received \$22 million and New York's MTA \$59 million, all part of the DOT funding bill approved by Congress last month (Rail Travel News).

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PHILADELPHIA EXPRESS (Continued from Page 6)



NJ TRANSIT took over commuter rail operations from CONRAIL on January 1 without missing a beat. All train service was continued for 70,000 daily riders after 16 unions representing 2,600 Conrail employees agreed to keep working beyond the deadline, even though most had not reached agreement with NJT on new contracts.

The NJ TRANSIT board of directors voted December 14 to rescind fare increases of up to 25 percent for the system's 300,000 daily bus and rail commuters which were to take effect the next day. The agency faces a deficit of nearly \$50 million for the current fiscal year and had asked the state legislature for an additional appropriation. In a last-minute action the legislature and Governor Kean finally got together on a tax-increase plan to fund state services which otherwise would have to be cut back. A one-percent increase in the state sales tax and an increase in the income tax on persons making over \$50,000 a year was enacted on December 31, just before the lawmakers adjourned. Presumably, this action will provide some additional money for transit services.

Privately-owned P70 #1734, owned by the Jersey Shore Commuter Club, has been repainted in fresh Pennsy-style tuscan red. The last P70 in regular service anywhere, #1734 normally operates in NJ TRANSIT train 3312 from Bay Head to New York.....Confirming a report in November Cinders, NJ TRANSIT will acquire eight E44a electric locomotives from CONRAIL. The big freight units are expected to replace NJT's ten remaining GGI's in South Amboy-Penn Station service later this year.

The five-cent-a-gallon increase in Federal gasoline taxes, spearheaded by DOT Secretary Drew Lewis and approved in the lame-duck session of Congress just before Christmas, is expected to produce \$4.4 billion for highway repairs and extensions, and \$1.1 billion for mass transit programs.....SEPTA will soon begin negotiations with the Transport Workers Union for a new two-year contract covering employees of the City Transit Division, to become effective March 15. The talks will be overshadowed by several external factors: SEPTA's relatively good financial condition--City Transit had a \$1 million surplus in the last fiscal year; its ongoing negotiations with rail unions--commuter train workers are asking for higher pay than the transit employees; and union politics--three candidates are in the field for Local 234 president in next fall's election.



SEPTA has turned out at least 40 rebuilt PCC's in its 112-car general overhaul ("GOH") program being carried out at Courtland shop. The snappy red, white and blue all-electric cars are now showing up Saturdays and Sundays on Route 15-Girard Avenue and 23-Germantown Avenue, as well as in their regular haunts of Route 6-Ogontz Avenue and 56-Erie Avenue.....All of the GOH cars up till now have been those equipped with Westinghouse motors, but the first General Electric car, #2779, emerged from the shop in late December.

The final PCC on Route 10-Lancaster Avenue ran during the last week of November. The line is now completely equipped with Kawasaki cars, which continue to operate out of Elmwood depot until modifications are completed at Callowhill.....SEPTA received the last of 141 new Kawasaki-built trolleys on December 6, when double-ended #104 was delivered to 69th Street shop. It is the second car to bear this number--the first was damaged on board ship and is now stored at 69th Street. Car 9018 was the last City Division car received, also in early December.....The body of ex-Red Arrow St. Louis car #12 was trucked out of 69th Street shop on December 6, the last of the older cars to be disposed of.

The Broad Street subway has recently been limping along with a rash of motor failures among the 100 remaining old cars. One morning in December it was necessary to turn back all trains at South Street because of a shortage of equipment. About 20 of the new Kawasaki cars are now on the property--three four-car trains are operating in weekday express service between Olney Avenue and Walnut-Locust--and most of the 125-car order should be received by the end of this year. It's now a question of keeping the old relics in service until relief arrives. Reopening of the Ridge Avenue spur is also contingent on an adequate car supply.

Mid-December was a bad time for the Market-Frankford line. A frozen air line on an eastbound train near 30th Street tied up the subway for almost two hours beginning at 8 AM December 13. The next morning another train had brake trouble at 30th Street and another train stalled at 5th Street, disrupting rush hour service.....Kawasaki car #9102 derailed on a curve in the subway tunnel at 36th and Locust Streets on December 3, resulting in heavy damage to the car. Excessive speed was the apparent cause.....PCC #2186 has been seen with a freshly-applied orange paint job.

The SEPTA board in mid-December unanimously approved reinstatement of special tokens for school students, replacing the experimental weekly TransPass sold to students for \$6.50. The new 55-cent tokens, SEPTA said, will only be continued if the City or school district agree to subsidize them.....The number of crimes reported on the City's transit system declined from 485 during the first six months of 1981 to 264 in the same period last year, according to figures released by the Mayor's Task Force on Transit Crime. Such serious offenses as murder, rape and robbery dropped by 25 percent while other offenses such as vandalism decreased 71 percent, police statistics revealed.

SEPTA is advertising for bids to rebuild its Norristown high-speed line terminal. The building was opened by the Philadelphia & Western Railway in 1931.....A shoo-fly track has been built at 12th & Filbert Streets to carry southbound Route 23 cars around construction work on the commuter rail tunnel.....Mid-Atlantic Rail Passenger reports that SEPTA has completed the final version of its study on the future of North Philadelphia's surface rail system. The conclusion appears to suggest that remaining car lines be placed in reserved rights-of-way or converted to bus.....The same publication also states that the proposed recon-

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PHILADELPHIA EXPRESS (Continued from Page 7)

struction of 5th and 6th Streets in North Philadelphia has been put off until at least 1984. Rail advocates had discovered that the City and PennDOT planned to rebuild the streets without provision for streetcar tracks, thus sealing the fate of Route 50 on which buses have been substituted for the past two years.....Ex-Red Arrow snow sweeper #5 has been equipped with a pantograph. As yet, sweeper #4 and center-door cars 73 and 75 have not received pans, but all the new Kawasakis have them.

Seashore Trolley Museum has started a drive to save one of SEPTA's ex-Bridge line subway cars, most of which are to be retired. Twenty-six of the cars were built by Brill in 1936 to a radical, semi-streamlined design. Seashore needs funds to pay for moving the car by rail from Philadelphia to Kennebunk, ME. Contributions should be sent to: Bridge Car Fund, Seashore Trolley Museum, P. O. Box 220, Kennebunkport, ME 04046. All contributions are tax-deductible.

AMTRAK will receive \$700 million in Federal funding during Fiscal Year 1983, under a provision of the DOT appropriations bill approved by Congress last month. This is enough money to run the present nationwide system but shorts Amtrak by \$88 million in its planned capital expenditures. The Administration originally asked for only \$600 million.....Congress last month allocated \$30 million to the State of New Jersey for rebuilding the existing rail line between Philadelphia and Atlantic City. AMTRAK has submitted a proposal to operate service over the rebuilt line, as have private groups such as the Atlantic City Railway.



Amtrak

AMTRAK ran two special trains from Washington to the Army-Navy football game December 4 in South Philadelphia. Consist of the public train was: F40PH's 330, 315; Amcoach 21059; Amcafe 20005; Amcoaches 21211, 21012, 21077; Amcafe 20040; Amcoaches 21065, 21142, 21080; Amcafe 20028; Amcoaches 21234, 21061, 21104 (13 cars). Consist of the ten-car "VIP" train for government and military officials was: F40PH's 274, 278; Amcoaches 21062, 21202; Amcafe 20045; Amcoach 21223; Amcafe 20014; Amcoaches 21237, 21021; Amcafe 20032; Amcoach 21042; American Coal Enterprises open-platform car Independence 1 (ex-New York Central business car #7 built in 1926) owned by Amtrak Director Ross Rowland, Jr.

AMTRAK revenues in Fiscal Year 1982, ended last September 30, increased ten percent over the previous year despite a 13 percent drop in passenger traffic. Revenues were up from \$506 million to \$558 million while passengers carried dropped from 20.6 million to 19 million. Systemwide on-time performance reached 79.1 percent last year, the best since Amtrak began operations in 1971, and the revenue-to-cost ratio of 50.1 percent exceeded the 50 percent requirement imposed by Congress.....MCI Communications has reached agreement with AMTRAK to build a commercial fiber-optics communications system along the Northeast Corridor right-of-way. Amtrak will receive \$4.4 million a year for 20 years under the agreement and will have use of the system for its own communications.....MCI has also made a deal with CSX CORP. to place fiber-optic cables along 4,000 miles of CSX track.

The one-millionth concrete tie in AMTRAK's Northeast Corridor Improvement project was installed December 6 at Perryville, MD. One million of the 790-pound ties represent 379 miles of track. These prestressed concrete ties have been used in various locations along the 450-mile route between Washington and Boston, which is being rebuilt in a \$2.5-billion Federally-financed project (Rail Travel News).....We overlooked the tenth anniversary of the Montrealer, which occurred last September 29. Amtrak's Washington-Montreal train has carried over 1.3 million passengers since it was reborn in 1972 (Tri-State Chapter Block Line).

Rail Travel News reports that the SOUTHERN PACIFIC has received a \$500,000 grant from Walt Disney Studios to rebuild famed Daylight steam locomotive #4449 and several coaches for a transcontinental promotion tour sometime this year. According to the report, the train would operate from Portland, OR to Los Angeles, Chicago, Pittsburgh and Washington, DC.....AMTRAK's Package Express Service will begin door-to-door deliveries on a nationwide basis, beginning this month (RTN).....AMTRAK has begun operating electric commuter trains between Baltimore and Washington under a contract with the Maryland DOT. The service had been run by CONRAIL prior to January 1.

CONRAIL



CONRAIL is projecting net income of \$130 million for 1982, up substantially from the \$39.2 million profit of the previous year despite a 20.5 percent decline in freight carloadings. The 1982 figure is enhanced by about \$90 million in net income from the sale of so-called "safe harbor" tax benefits.....Chairman L. Stanley Crane has told the press that he expects CONRAIL to be judged as profitable by the U. S. Railway Association in 1983, enabling the Department of Transportation to proceed with plans to sell the railroad as a single entity.....CONRAIL reduced its workforce to about 55,000 people by the end of 1982, and more than 10,000 employees will be separated as a result of Conrail's exit from the passenger business on January 1. Some of these workers, however, could "bump" back to positions in freight service.

CONRAIL is the subject of a major article in the December 13-27 issue of Railway Age, as part of the magazine's series on the "good-track roads." Title of the article is "Conrail: A Triumph of Men, Money and Machines".....CONRAIL has established its first "quality circle" employee groups, consisting of agreement workers and first line supervisors, who will meet regularly on company time to discuss and solve problems of the workplace. Based on Japanese problem-solving techniques, the quality circle concept is being tried out at various locations in Cleveland, OH.

Joseph F. Spreng, 61, has been appointed general manager of CONRAIL's Eastern Region, headquartered in Philadelphia. A veteran of 42 years in railroad operations, Spreng replaces Donald N. Nelson, who resigned to

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PHILADELPHIA EXPRESS (Continued from Page 8)

become general manager of the newly-created Metro-North Commuter Railroad Company in New York, a subsidiary of MTA which will operate Conrail's former Metropolitan Region passenger lines.....At the end of 1982 CONRAIL had nearly 1,600 of its 3,800 locomotives in storage.

The ICC has ordered CONRAIL and the DELAWARE & HUDSON to negotiate a switching agreement within 90 days to allow the D&H access to the Port of Philadelphia and other locations in the area.....The Philadelphia Port Corp. will spend more than \$400,000 for CONRAIL and CHESIE track improvements in Philadelphia to make it easier for excessive dimension rail shipments to reach the port.....CONRAIL train PYSE, bound from Potomac Yard, VA to Selkirk, NY, derailed on the Low Grade branch near Wayne Junction December 24, blocking the freight-only route for two days.....Central Pennsylvania Chapter, NRHS, has purchased 1.57 miles of former Reading track from CONRAIL for \$42,884. The track is located at the Chapter's White Deer (PA) museum (Central Pennsylvania Chapter Susquehannock)..... CONRAIL has acquired a heavyweight business car from SOUTHERN RAILWAY, believed to be former Southern #3. It is now CR #1.

Secretary of Transportation Drew Lewis has resigned effective February 1 to enter private business. President Reagan has nominated Elizabeth Dole of Kansas to replace Lewis, whose home is in Montgomery County.The PENN'S LANDING TROLLEY group is negotiating with the City of Philadelphia for authority to operate on Delaware Avenue again this year. The last runs of 1982 took place on a mild Sunday, December 5, when all three active cars (#26, 46 and 120) were in operation.....Philadelphia Railfan Douglas Brown has sold his private car Jersey Dawn to a Charlottesville (VA) buyer. The car, ex-Jersey Central business car #97, was built by Pullman in 1916.....Funding Systems, Inc. of Pittsburgh, the parent company of UPPER MERION & PLYMOUTH RAILROAD, has declared bankruptcy.

The national NRHS has issued an attractive illustrated membership brochure. NRHS had a bank balance of \$65,578.66 as of November 1, 1982, according to a report given at the November 14 directors meeting in Philadelphia.....The Yardley (PA) Historical Society is trying to have the ex-Reading station there declared a National Historic Site. The borough council has applied for a Federal grant to restore the depot (Delaware Valley Chapter Observation Car).

Railroad Model Craftsman, in its January issue, carries a photo article on the two-inch scale model of Pennsy K4s steam locomotive #5414, built by Ed Scholl of Bordentown, NJ. Under construction for 15 years, the beautiful working model will eventually be displayed at the railroad museum in Strasburg..... William J. Purdie, SOUTHERN RAILWAY's famed master mechanic-steam who supervised the rebuilding of such locomotives as 2-8-4 #2716, retired last month after 46 years of service.....The State of Maryland has embargoed the 44-mile ex-Pennsy branchline between Clayton, DE and Easton, MD. Recently operated by the MARYLAND & DELAWARE RAILROAD under state subsidy, the line fell victim to declining rail traffic.....West Jersey Chapter has scheduled its second annual railroadians show at Cherry Hill Mall, Cherry Hill, NJ for November 11-13, 1983.

JOHN WHITE'S "AMERICAN LOCOMOTIVE BUILDERS" NOW AVAILABLE

"American Locomotive Builders in the Steam Era" is a 112-page paperback publication compiled by John H. White, the well-known curator of transportation for the Smithsonian Institution, Washington, DC. It is a comprehensive listing of 170 steam locomotive builders in the U.S., ranging from giants such as Baldwin and Alco down to obscure firms such as the Union Iron Works of San Francisco. A brief sketch of each company's accomplishments is given, with rare photographs, engravings and advertisements illustrating the text.

The book is an authoritative, quick-reference guide to an important facet of American Transportation history, highlighted by a 20-page overview of the domestic locomotive industry.

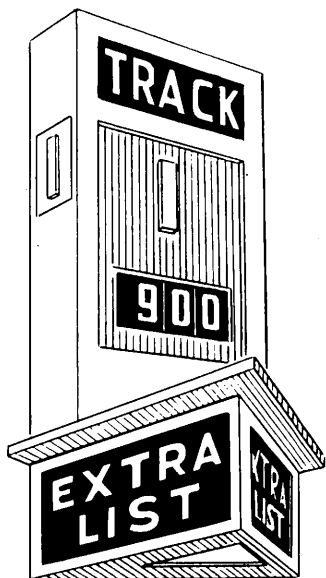
Copies may be ordered from the publisher, Bass Books, 1435 "S" Street, N.W., Washington, DC 20009, for \$9.95 each plus \$2 handling charge.

CHAPTER TO SPONSOR THIRD SOUTH AFRICA STEAM SAFARI

Philadelphia Chapter is following up its two successful rail tours of South Africa with a third Steam Safari, scheduled to depart from New York via Air France on Friday, March 25.

The tour will include a special excursion covering more than 2,500 miles of South African Railways behind 15 different types of steam locomotives. The basic trip will extend over a three-week period, but an optional side trip is available to the Ivory Coast and Upper Volta to ride the meter-gauge Abidjan-Niger Railway. A trip to Cape Town on SAR's famed Blue Train is also being offered. Return to New York is scheduled for April 16, with the West Africa extension requiring an additional week. Professional Travel Agent and Chapter Member Larry Steingarten will again act as tour director.

The complete trip brochure is enclosed with this issue of Cinders. Reservations and information may be obtained from Larry Steingarten at his new business, Challenger Tours, 3672 Nottingham Way, P. O. Box 8965, Trenton, NJ 08650. The phone number is 1-609-586-4664.



JANUARY 30, 1983: Excursion on SEPTA-Red Arrow wide-gauge lines using center-door car #73 and snow sweeper, still equipped with trolley poles. Trip leaves 69th Street Terminal at 11 AM. Fare: \$15 per person. For tickets, write: Mike Corcoran, 3614 Berry Avenue, Apt. 1A, Drexel Hill, PA 19026.

FEBRUARY 12-13: 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 railroadians.

FEBRUARY 26: First Conway branch snow train in 11 years, operating via Boston & Maine from Boston, MA to Ossipee, NH and return. Sponsored by Massachusetts Bay Railroad Enthusiasts, train will use MBTA F40 locomotives and commuter coaches. Train will also operate to Gonic and Farmington, NH, weather permitting. For information, send stamped, self-addressed envelope to: Mass. Bay RRE, P. O. Box 136, Ward Hill, MA 01830.

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 for adults, \$6 for 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 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 for 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 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. Tentative cost of three-week tour, including air fare from New York, all rail fares, hotels and most meals, is \$3,265 per person. The West African extension is \$797. The complete trip brochure is being enclosed with this issue of Cinders. 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 1-609-586-4664.

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: Adults \$14, children, \$7, \$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.

PHILADELPHIA CHAPTER IS THIRD IN NRHS MEMBERSHIP

Philadelphia Chapter now ranks as the third largest among 129 active chapters in NRHS, according to official figures released last month by President V. Allan Vaughn. While Washington, DC retained its first-place standing, Philadelphia has vaulted from seventh to third in the two years since membership figures were last reported. Our paid-up membership increased from 249 to 271 while many other chapters declined in absolute members.

Total membership in NRHS dropped from 10,605 to 9,688 over the past two years, with associate (non-chapter) members falling from 768 to 700.

The top ten chapters, and their membership figures as of November 19, 1982, are as follows:

1 - Washington, DC	338
2 - Intermountain (Denver, CO)	280
3 - Philadelphia	271
4 - Mohawk & Hudson (Albany, NY)	265
5 - Old Dominion (Richmond, VA)	239
6 - Pacific Northwest (Portland, OR)	219
7 - Ontario & Western (Middletown, NY)	211
8 - Baltimore	196
9 - Atlanta	190
10 - Cincinnati	181

Of these chapters, only Intermountain, Philadelphia, Pacific Northwest, Baltimore and Cincinnati have increased their membership from 1980 levels. The overall lack of growth in NRHS is most likely the result of the national economic situation and increased competition from other sources of recreation.

NRHS 1983 DUES ARE PAYABLE; NOTICES ARE MAILED

Dues notices for 1983 were mailed in late December to all Chapter members of record. The dues remain at \$18 per person, of which half goes to the national NRHS and half to Philadelphia Chapter. Family memberships are an additional \$2; Chapter-only dues are \$9 per person.

The Chapter needs the active support of its members--both physically and financially. Checks should be made payable to "Philadelphia Chapter, NRHS" and mailed to:

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

Dues may also be paid in person at the January 21 Chapter meeting.

CHAPTER PROFITS FROM ANNUAL AUCTION, GREENBERG'S SHOW

Philadelphia Chapter's treasury was enhanced by two activities which took place last fall.

In the annual railroadiana auction, which took place at the Chapter meeting on November 19, total sales of \$663.50 were rung up with a profit to the Chapter of \$215.30. In all, 16 sellers were involved and 115 lots were offered for sale.

The Chapter, as usual, maintained a booth at Greenberg's Great Train, Doll House and Toy Show December 4-5 at the Philadelphia Civic Center. During the two-day event the Chapter sold approximately \$285 worth of books and railroadiana. Manning the booth were Larry and Marie Eastwood, Frank Tatnall and Doug Watts.

NATIONAL COMPUTER OMITTS PAID-UP CHAPTER MEMBERS

Your Chapter officers have recently discovered that the computer service employed by NRHS National has failed to record several members whose dues were submitted last year to the national treasurer. The reasons for this omission are not known at this time, but it has resulted in a complete cutoff of mailings to the affected members.

Chapter members who have not been receiving copies of the National Railway Bulletin, or other mailings such as notices of the annual convention, should immediately notify President Eastwood at 215-947-5769. Please note that Bulletin #5 for 1982 was mailed on December 8, and Bulletin #6 was mailed December 29. These should be in members' hands by now.

Mailing of Chapter material such as Cinders is not affected by the computer problem, because the Chapter maintains its own local mailing list.

CHAPTER SALES TABLE OFFERS HARD-COVER BOOKS, 1983 CALENDARS

Philadelphia Chapter's popular publication sales table will offer copies of the 1983 Potomac Chapter calendar, recognized as one of the finest, for sale at the January 21 meeting. Copies of this calendar are \$4.95 each, and supplies are limited. We have a couple of copies of the 1982 calendar remaining, for those who would like one for their collection, at \$1.00 each. Again, supplies are quite limited.

A limited supply of hard-cover books is on hand for members wanting to add to their hard-cover titles. Copies of NORTH SHORE, by William D. Middleton (\$14.50), SOUTH SHORE, by William D. Middleton (\$17.00), and PITTSBURGH & LAKE ERIE, by Harold H. McLean (\$28.00) will be available to members. These books are all published by Golden West Books and are in stock. You may reserve your copy by calling President Eastwood at 215-947-5769.

Our usual array of soft-bound books will be available for sale, too -- all at the January 21 meeting.

PHILADELPHIA CHAPTER'S ANNUAL SLIDE CONTEST - FRIDAY, FEBRUARY 18, 1983

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

CHAPTER OFFICERS:

President/Editor.....R. L. Eastwood, Jr.
First Vice President.....F. G. Tatnall, Jr.
Second Vice President.....Douglas W. Watts
Secretary.....Marie K. Eastwood
Treasurer.....Earle P. Finkbiner
National Director.....James S. Myers
Membership Chairman.....Samuel L. James

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.

Address changes should be sent to the President at: P. O. Box 41, Huntingdon Valley, PA 19006-0041.

CINDERS is published monthly except August by Philadelphia Chapter NRHS Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 41, Huntingdon Valley, PA 19006-0041.

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

Our Meeting:

Our January 21, 1983 meeting will feature a narrated slide talk, "Steam Giants of the West", by Frank Tatnall.

Featured in this presentation will be Southern Pacific Daylight 4-8-4 #4449 at the California Railroad Museum inaugural in 1981, plus Union Pacific's newly-restored Challenger #3985 teaming with 4-8-4 #8444. Also covered will be 3985's solo visit to Salt Lake City in 1982, plus a supplemental glimpse of the famed Rio Grande Zephyr.

Reservations for our usual sit-down dinner in the Engineers' Club Dining Room (\$8 per person), served at 6 PM, MUST BE MADE to Vice President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, JANUARY 19, 1983. Why not start the New Year by treating yourself, your wife or friend to an evening out, with dinner and our meeting.

We meet, of course, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. The meeting begins at 7:30 in the Conference Room; the officers' meeting will be at 7 PM in the first floor lounge.

MAKE YOUR NEW YEAR'S RESOLUTION TO ATTEND PHILADELPHIA CHAPTER'S MEETINGS, and enjoy a fine slide presentation from the American West!

WON'T YOU JOIN US FOR DINNER?

Philadelphia Chapter continues to enjoy the fine hospitality and convenient facilities of the Engineers' Club, with our meeting facilities provided free of charge. In return, members are urged to eat dinner in the Club Dining Room, as well as making use of the Club's bar, which is open prior to dinner, in order that our members and friends may enjoy a "happy hour".

In order to continue our good relations with the Engineers' Club, we encourage you to try the meals served in the Dining Room. The price is reasonable (\$8 per person) and the food quite satisfactory.

Dinner reservations should be made with Vice President Tatnall at (215) 828-0706 at least two days prior to our meeting. Come out and enjoy dinner with your fellow members, starting January 21.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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PHILADELPHIA, PENNSYLVANIA 19101-7302

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