



CINDERS

March 1983



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

** NOTICE TO MEMBERS **

In the event of a shutdown of both SEPTA's City Transit and Commuter Rail Divisions during the week of March 15, Philadelphia Chapter's meeting scheduled for March 18 will be CANCELLED. The program will be rescheduled for the meeting on Friday, April 15. Inquiries should be directed to President Eastwood at 947-5769 or Vice President Tatnall at 828-0706.

Twin Strikes Threaten SEPTA, City on March 15

As the month of March began, SEPTA was involved in critical labor negotiations on two fronts. First were the continuing talks with 12 commuter rail unions and, second, the biennial confrontation with Transport Workers Union Local 234 representing 5,200 workers on the City Transit Division.

While no direct threat of a joint strike has been made, both union groups leave little doubt that their members will walk off the job if they don't receive satisfactory contract offers. In the case of Local 234, its present contract expires on March 15, while the rail unions have been working without contracts since SEPTA took over the Regional High Speed system from Conrail last January 1. An undercurrent of discussion among leaders of the rail unions, however, has focused on the strategic value of a March 15 walkout if Local 234 also calls a strike on that date. Such action would result in a near-total shutdown of public transportation in Philadelphia, the first time in the City's history that rail and transit strikes have occurred at the same time. Only PATCO, NJ Transit and one or two independent bus lines would still provide service to and from center city. Employees of SEPTA's Suburban Transit Division work under separate contracts--Red Arrow's will expire on April 2.



The commuter rail system came perilously close to a strike on February 14, but union leaders called off the walkout after listening to a plea from two Philadelphia City Councilmen. The next day SEPTA and the unions agreed to accept Common Pleas Court Judge Bernard J. Goodheart as mediator in the dispute. This step was requested by the two councilmen and a Montgomery County commuter who are plaintiffs in a lawsuit seeking to have the rail system placed in receivership. Judge Goodheart took the case from Judge Abraham J. Gafni, who in late December issued an order requiring SEPTA to continue as much service as possible after its takeover of the commuter lines (see January *Cinders*).

Some progress has been reported in recent talks between SEPTA and the 12 rail unions, the largest of which is the United Transportation Union representing conductors and trainmen. Three smaller unions have already agreed to contract terms. Together, the 15 unions represent about 1,500 former Conrail workers who had staffed SEPTA's commuter system, but only about 1,000 of these employees have been hired by SEPTA because of the transit authority's intention to operate the system with fewer workers. Among the major points at issue in the continuing negotiations are SEPTA's insistence that the unions accept the same pay scales and work rules applying to City Transit Division workers. This would result in lower pay for many rail employees and smaller train crews, with some UTU members acting as part-time ticket collectors. City Transit workers are now paid \$9.25 per hour but are not paid for midday periods when they are not working. Since January 1, commuter rail employees have been receiving transit wages, plus a special supplement for train crews only.

With the exception of the week following the February 11-12 snowstorm, train service on the 12 commuter rail lines has continued to improve. This improvement has been most noticeable on the Suburban Station lines, where on-time performance has exceeded 80 percent on some days. For the first six weeks of SEPTA operation, the former Penn Central lines had lagged far behind their ex-Reading counterparts in service quality, with frequent delays and cancellations.

(Continued on Page 4)

Record Snowfall Staggers Delaware Valley

It has come to be known as the "Blizzard of '83," that giant storm which struck the eastern seaboard in the middle of an otherwise mild winter.

Before dawn on Friday, February 11, snow began falling in the Philadelphia area amid warnings from weather forecasters that this would be a "really big one"--totaling 12 to 18 inches. They were too conservative. When the storm finally moved away at 2:30 the next morning, the City was buried under a 21.3-inch blanket of white. Washington, DC got 17 inches, Baltimore 23, Harrisburg 24, Allentown 27 and New York 22.

It was the heaviest snowfall in 112 years of record-keeping in Philadelphia, topping the 21-inch Christmas storm which hit the City on December 25-26, 1909. By contrast, the legendary "Blizzard of '88" on March 11-12, 1888 dumped only ten inches of snow but it was whipped by savage winds of truly blizzard proportions.

The 1983 storm zeroed in on Philadelphia during its most vulnerable period--the afternoon rush hour. Blinding snow, fast-building drifts and temperatures in the teens effectively snarled homebound traffic that Friday afternoon. In 1909 there were few automobiles on the streets and the principal effect of that year's big snow was to halt trolley service throughout the City. This year it was different: SEPTA's few remaining trolley lines were indeed halted, but so were thousands of autos and trucks which became stranded on the Schuylkill and Delaware Expressways and on many other thoroughfares in the City and suburbs. Philadelphia International Airport was closed at 4 PM, commuter trains faltered and by dawn over 300 buses were stuck in drifts or blockaded by stalled cars.

Unlike its airline and bus competitors, Amtrak managed to keep moving. Express Metroliner service was withdrawn and some trains were combined, but at no time was the Northeast Corridor shut down. Many trains, of course, ran late, but delays generally did not exceed one to two hours. Rail Travel News reported that Corridor patronage during the storm and its aftermath was 40 percent above normal. Amtrak banned all freight traffic for more than 24 hours to reduce passenger delays and eliminate the need for certain crossover switches. The rebuilt 800-series cars, once known as Metroliners, continued to cause problems: only one five-car set was seen operating over the weekend between Philadelphia and Harrisburg. Other Harrisburg trains were either annulled or pulled by AEM-7 locomotives.

As Saturday dawned, center city was virtually deserted except for crews struggling to reopen major arteries such as Market and Walnut Streets. By early afternoon a bright sun had appeared over the region and temperatures rose to near 40 degrees. The warmer temperatures continued for several days, aiding the cleanup effort in City and suburbs. International Airport was reopened at 9 AM Sunday after the longest shutdown in its history. The interstate highways--scene of monumental traffic jams on Friday--were cleared by Saturday afternoon, as were most major roads in the area.

During the height of the storm, SEPTA's rail and bus operations were badly crippled, but were not totally shut down. Commuter trains and the high-speed lines maintained at least partial service and a few buses managed to struggle along their routes. PATCO kept operating with some delays. All trolleys on the City Transit Division were pulled off the streets by late Friday afternoon and were not fully restored until the following Wednesday. Buses were substituted during that time.

SEPTA reported that on Saturday it operated 21 transit routes in the City, including the Market-Frankford and Broad Street lines, and irregular service was provided on most commuter rail lines. By Monday morning's rush hour full or partial service was operated on more than half of the 100 City Transit routes and nearly full service on 40 suburban bus and trolley lines. Not until Wednesday were all routes returned to normal operation, though ten bus routes were still using detours to avoid streets blocked by abandoned automobiles.

Commuters were spared additional inconvenience on Monday morning when leaders of 12 rail unions postponed a strike that would have shut down SEPTA's commuter rail network. As a result, trains were operated on all 12 rail lines but many ran late and others were annulled because of snow conditions.

Rail enthusiasts had the rare opportunity on Saturday morning to witness SEPTA's snowfighting equipment in action, including plow #10 on the Norristown high-speed line and at least one sweeper on the Media-Sharon Hill routes out of 69th Street Terminal. Conrail had a plow train, equipped with a Jordan spreader, clearing drifts on the West Trenton line in the Neshaminy area.

SEPTA was fortunate that the storm ended on a Saturday, when most people could simply stay home. This allowed the mammoth cleanup effort to proceed without the burden of thousands of commuters struggling to get to work.

It is with sadness that we report the passing of:

NED SALTER

January 27, 1983

We also extend our condolences to Charter Member Richard Clover on the passing of his wife, Carol, in Florida in December, as well as to Member Rodger Fredrick, whose wife, Alice, passed away on February 17.



The biggest Amtrak news is the test run of Superliner equipment over the route of the *Rio Grande Zephyr* in early February between Denver and Salt Lake City. To simulate a peak summer consist, two F40PH locomotives and 14 cars were employed, and the train kept the existing schedule. It is obvious, however, that the existing schedule of Amtrak's *San Francisco Zephyr* would require some adjustment if the Rio Grande's operation was taken over. As an example, the eastbound train would have to run several hours later between Denver and Chicago.

Despite the Amtrak board's authorization for further HEP conversions, it's not at all certain that any conversions are currently under way at Beech Grove, except the following 16 cars: 39901 (hi-level coach-dorm), 9400-9406 (dome coaches) and 1188-1194, except 1191 (baggage conversions from baggage-dorms). One possible reason to hold back on further conversions is the real possibility for institution of the "auto-ferry" service to Florida under Amtrak. The cars they may need to equip this service could be different from those initially contemplated.

In connection with the above, the new Amtrak equipment register issued in January shows only new HEP numbers for the 16 cars shown above, plus three remaining "clocker" conversions of existing long-distance Heritage coaches (to become 7627-7629). Since seven of these conversions were received since late December, Amtrak was able to shuffle equipment and consequently reduce their need for leased Jersey Arrow MU cars to 14 cars. Twelve run weekdays only on trains 254 and 221, while the other two are shop reserve.

By mid-February, deliveries of Amfleet II cars looked like this: 25000-25104 (coaches) and 28000-28020 (lounges). The lounges are assigned as follows: Boston (4), Hialeah (10), New Orleans (4) and Washington (3). These cars are operated on the Boston section of the *Lake Shore Limited*, the New England Metroliners, the *Panama Limited*, *Capitol Limited* and the three "Silver" trains in Florida service. The Amcoach II's are currently assigned as follows: Hialeah (66), Washington (10), New York (12) and Chicago (17). These cars equip the three "Silver" trains, the *Broadway Limited*, *Capitol Limited* and *Lake Shore Limited*. The remaining 20 coaches and four lounges should be delivered by the start of this summer's peak season. With the delivery of the latter cars, the last six Heritage coaches assigned to Chicago will be moved, although it's unclear where to.

Elsewhere, 281 "steam" cars are still listed as "stored", 36 as "retired" and another 163 also as "retired".

The Heritage fleet as of February 15 stood at 555 cars, broken down as follows: 157 baggage cars (including eight conversions under way), 24 baggage-dorms (including 1451, which is stored account wreck damage), 83 leg-rest coaches, 21 handicapped coaches, 25 diners, 29 "clocker" coaches (including three conversions under way), 26 lounges, 46 10-6 sleepers, 38 handicapped 10-6 sleepers, 37 hi-level coach-dorms, 25 slumbercoaches, 21 hi-level coaches, six hi-level lounges, six bi-level (ex-C&NW) coaches, four bi-level control-coaches (ex-C&NW), and seven dome coaches (conversions in progress). To date, five Heritage fleet cars (not included in the above) have been retired, four being baggage cars, and one 10-6 sleeper (2445).

Turning to motive power, Amtrak leased its two remaining HEP E8 units to Metro North Commuter Corp. and they lead FL9's on Brewster trains most often. Since these E8's and the ex-Conrail B23-7's recently acquired by Metro-North cannot clear the Grand Central loops, such power consists must be wye'd at Mott Haven Jct. in the Bronx. While inconvenient, perhaps, it does not present a tremendous obstacle since these units operate mainly in rush-hour service only.

The current sale of 15 GG1 electric locomotives should clean out Amtrak's remaining inventory of G's and the two former Washington Terminal MP54 MU's also up for sale represent Amtrak's last old MU equipment.

Elsewhere, 12 GE P30CH's are active, running at least on the *Panama Limited*, as well as on the Southern Pacific, when the spirit moves them.

December 31, 1983 will mark 15 years since the end of Pullman Company's direct operation of cars on the individual railroads. From December 31, 1968 until Amtrak's inception on May 1, 1971, each railroad operated its own Pullman cars. At the time Pullman exited, the Philadelphia area probably saw the greatest sleeping car activity in the country, since Penn Central still maintained service on the *Broadway Limited*, *Penn Texas* and *Spirit of St. Louis*, plus an overnight car in Pittsburgh-New York service.

To the above must be added the service via Washington off the Seaboard Coast Line (six trains) and Southern (three trains), the *Federal* to Boston and an overnight Washington-New York trip. Certainly, not all of this service survived until Amtrak, but it was impressive for its time. Generally, by 1969 most railroads provided their own sleeping cars, but SCL typically borrowed UP bedroom sleepers (and SP cars in 1969) each winter for Florida service.

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ON THE SCENE *(Continued from Page 3)*

National Railways of Mexico still runs a few interesting sleepers. The overnight *El Tapatio* between Mexico City and Guadalajara includes two classic section sleepers (either 12-1 or 14-section types) just for section space. Also, it has a pre-war 13-bedroom car (ex-New York Central), just about the only such car to be found today. A few recent purchases of American sleepers have turned up in service on Mexican trains. Noted to date are ex-AutoTrain *Regal*-series 4-2-4's and ex-Wabash 12 roomette-4 bedroom types, plus one or two other unfamiliar names. Hopefully, Bob Wayner will "tell all" some day.

In the commuter rail scene, NJ Transit has repainted nine of the ten former Kansas City Southern coaches to its current scheme and renumbered them from 270-279 to 5340-5349. Only fire-damaged 275 (5345) is excluded and its future is uncertain. Bar car 4437 emerged from over two years at Elizabethport shops as the 5450. Finally, "inspection car" 1178 was converted to HEP at Elizabethport this winter to transport officials around in style behind Comet coaches. Comet II coach 5688 seems to be the first of its type to be released from Bombardier in 1983, on January 4. Car number 5707 will end the series.

In Chicago, none of the 24 new F40PH locomotives on order for C&NW commuter service has been seen yet, so a review of an evening rush-hour turned up the classic E and F units one more time. However, only 15 gallery cars were seen in the classic green and yellow; everything else that ran is in RTA livery. Two privately-chartered low-level club cars (553 and 555) run on the 5:10 PM Kenosha express and they also remain in North Western livery. Although slated for demolition soon, no change was noted in the C&NW station itself.

On the South Shore, all 36 of the first order of cars has been delivered, with perhaps half of them in service. February 14 was scheduled to be the last date for the eight-car "hot shot" to South Bend; thereafter, only 15 old cars would be scheduled. By the time you read this, even more old equipment may be sidelined and it looks like the lone train of RTA gallery cars will be retained in service until all of the vintage cars are released. A follow-on order for eight additional cars won't be received until early 1984, I understand.

Turning to steam-heated commuter equipment, NJ Transit's Bay Head line still requires over 50 steam-heated cars each day — the largest fleet of cars not scheduled for replacement. You should keep in mind that either rebuilt MU's or electrification to Brewster will clean out Grand Central's fleet, while CALTRANS has asked for bids to modify the Southern Pacific bi-levels out of San Francisco to HEP, and replace the existing single-level cars with new bi-levels, to include cab-control equipment for push-pull operation. This leaves a four-car P&LE train in service at Pittsburgh and the SEMTA service out of Detroit operated by GTW the only other pockets of steam equipment. Budget cutbacks in Michigan have reduced the Pontiac service once again to three rush-hour trains (two five-car, one four-car) pulled by Geeps of various heritage (I noted a GP9, GP18 and rebuilt GP10 in service). Cars used that day were evenly split between ex-Pennsy sleepers converted to coaches in 1963 for corridor service and ex-UP coaches refurbished with high-density seating.

The NJ Transit fleet of active GG1's has fallen to eight, with 4875 being the latest to perish. The survivors are 4872-73, 4876-77, 4879, 4881-82 and 4884. All are solid black except, of course, 4877 (in red with pinstripes). At one point, only two E8's were operating (4248 and 4326), but 4253 and 4305 were to be re-activated to provide additional spares.

SEPTA's first production GOH car, 2100, was apparently a write-off in a derailment recently at Chestnut Hill loop. The car was completed in June 1980 and has been followed by five others in 1980, 16 in 1981 and 24 in 1982, all but one of which were Westinghouse-equipped. Production of rebuilt cars seems to have stabilized recently at two per month.

TWIN STRIKES THREATEN SEPTA, CITY ON MARCH 15 *(Continued from Page 1)*

On the transit side, Local 234 President Dominic DiClerico has said, "We are not looking for a strike, but if SEPTA wants a strike it's up to them." He points out that the four main issues in the ongoing negotiations are difficult ones. They are:

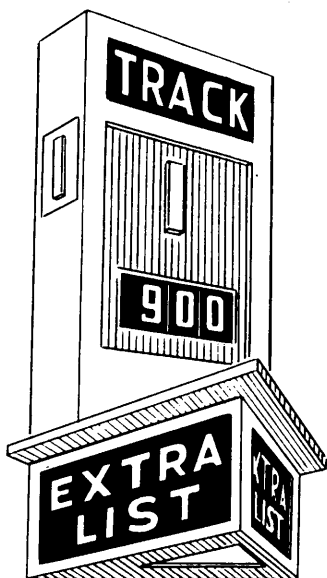
Wages - SEPTA employees now earn 30 percent less than their counterparts in five other North-eastern cities: Boston, Pittsburgh, Baltimore, Washington and New York. The TWU is demanding parity with these workers which, if granted, would result in a wage increase of more than \$2 an hour.

Layoffs - SEPTA wants to eliminate the current no-layoff clause for employees with one year's service or more. The union is strongly opposed.

Part-time workers - SEPTA seeks authority to hire drivers for part-time work, which is prohibited in the current contract. This was the stickiest issue in 1981's contract deadlock, and resulted in a 19-day strike which was settled only through Governor Thornburgh's intervention.

Maintenance work - The union is still unhappy over job assignment procedures for mechanics instituted under the 1981 contract.

The consequences of a transit strike in Philadelphia are always serious in terms of lost wages, lower retail sales and increased traffic congestion. But a combined rail and transit strike would be devastating to the City and particularly to center city business activity. Whether or not such a calamity can be averted depends to a great extent upon the reasonableness of the parties involved. If a single or double strike does occur, its length and terms of settlement may again be determined in the political arena.



MARCH 19, 1983: 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 (telephone 215-258-7155).

APRIL 16: Diesel-powered excursion on Octoraro Railway's Wilmington & Northern branch from Oxford, PA to Coatesville, PA and return, using OCTR Alco S2 locomotive. Sponsored by Wilmington Chapter, NRHS. Train leaves Oxford 9:30 AM, Kennett Square 10:30 AM. Fare \$18. For trip flyer, send stamped, self-addressed envelope to: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899.

APRIL 16: Anthracite Railroads Historical Society annual meeting at "The Station," Wilkes-Barre, PA. Program includes "150th Anniversary of the Reading" by George Hart, director, Railroad Museum of Pennsylvania. Banquet features movies by Harold Carstens, publisher, Railfan & Railroad Magazine. For information, write: ARHS Convention, 842 Woodlawn Drive, Lansdale, PA 19446, enclosing stamped, self-addressed envelope.

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

APRIL 23: Diesel-powered excursion from Boston, MA to Bennington, NH via Boston & Maine's Hillsboro branch, sponsored by Massachusetts Bay Division, RRE. MBTA commuter equipment will be used. Fares: \$34.95 adults, \$22.95 children. Order tickets from: Mass Bay RRE, P. O. Box 208, East Walpole, MA 02032, enclosing stamped, self-addressed envelope.

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

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

MAY 15: Special train from Lancaster and Harrisburg, PA to Harpers Ferry, WV and return via Amtrak, Conrail and Chessie System, sponsored by Lancaster Chapter, NRHS. For information write: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

EXTRA LIST (Continued from Page 5)

MAY 15, 1983: North Jersey Chapter, NRHS will operate motor coach trip to the B&O Museum and Baltimore Streetcar Museum, Baltimore, MD from Newark and Metropark, NJ. Air-conditioned bus leaves Penn Station, Newark (bus lane #1) 9:30 AM, Metropark station, Iselin, NJ, 10 AM. Fare: \$20, for transportation only. For tickets and information, contact: Bruce Russell, 240 Mt. Vernon Place, Newark, NJ 07106 (telephone 212-372-5995).

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

MAY 21-22: "Pennsylvania Railroad Locomotive Spectacular" at Strasburg Rail Road and Railroad Museum of Pennsylvania, Strasburg, PA, coordinated by Pennsylvania Railroad Technical & Historical Society. "John Bull Day" on Saturday, May 21, and "GG1 Day" on Sunday, May 22. For information, contact PRRT&HS, c/o Marie Prewett, P. O. Box 7202, Philadelphia, PA 19101-7202, enclosing stamped, self-addressed envelope. Complete information on the events of both days will be found in separate article below.

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.

MAY 29-30: Tentative dates for special passenger trips from Newark, NJ to Selkirk, NY and return via Conrail West Shore freight line, sponsored by Tri-State Chapter, NRHS. NJ Transit commuter equipment will be used. For information, write: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope.

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

—❖❖❖ **PENNSYLVANIA RAILROAD LOCOMOTIVE SPECTACULAR!** ❖❖❖—

at Strasburg, Pennsylvania

Celebrating over a century of Pennsylvania Railroad locomotives, 1831 to 1943!

SATURDAY, MAY 21, 1983: "JOHN BULL" DAY
11:00A Railroad Museum of Pennsylvania

Rededication of the PRR John Bull Replica, originally built at Altoona in 1940 for the New York World's Fair as a duplicate of the Camden & Amboy John Bull of 1831. The replica will be back in steam for the first time in 34 years. Open to public.

John H. White, Curator of Transportation, Smithsonian Institution, is the featured speaker.

11:30A Railroad Museum of Pennsylvania
to
1:00P

Shuttle service by John Bull and Cumberland Valley RR combination car (1855), from Museum to south end of track on Strasburg RR. Fare: \$1. Open to public.

SUNDAY, MAY 22, 1983: "GG1 DAY"

10:00A Strasburg Rail Road

Special train with D16 4-4-0 No. 1223 and 1890's-period PRR passenger cars, from East Strasburg depot to Leaman Place.

10:10A Strasburg Rail Road

John Bull replica and Cumberland Valley car to follow No. 1223, from East Strasburg depot to Leaman Place. Premium fare one-way or round-trip, with run-by northbound. (See Note below.)

10:45A Leaman Place

No. 1223 and 1890's train, and John Bull and C. V. car, to face "pilot train" with salute from passing Amtrak trains.

11:45A East Strasburg Depot

Return of two Special Trains from Leaman Place, after No. 1223 run-by at Groff's Grove.

1:00P Railroad Museum of Pennsylvania

Note: Fare on No. 1223 train as arranged by PRRT&HS. Premium fare on John Bull \$15 one-way northbound, \$10 one-way southbound, \$25 round-trip, due to limit of 22 seats available each way. 157 seats on No. 1223 train each way. John Bull tickets by mail, Railroad Museum of Pa., Box 15, Strasburg, PA 17579, first-come, first-served.

Recognition Ceremonies for the famous GG1 class electrics and No. 4935. Open to public. "Housing" of No. 4935 (1943) with prototype No. 4800 (1934), and tribute to Russell L. Wilcox, who made possible the permanent preservation of GG1 No. 4935.

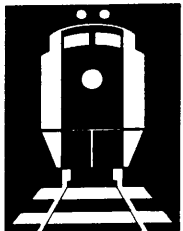


PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA has hung a for sale sign on its three retired FP7 diesel locomotives, #4371-4373. Two are stored at Wayne Junction and one at Reading. Bids on the ex-Reading units were due March 9.....Work on the Airport High-Speed Line has progressed to the point where the City is planning test runs with Silverliner equipment sometime next month.....SEPTA has called for bids to rebuild Crum Creek bridge near Swarthmore, which was closed last September because of structural weaknesses.



The Interstate Commerce Commission has discontinued a proceeding to help work out agreements for use of AMTRAK's Northeast Corridor by SEPTA and NJ TRANSIT. Amtrak informed the ICC in January that it had negotiated an agreement with SEPTA and was making substantial progress in talks with NJT. Reportedly, SEPTA has agreed to pay Amtrak almost \$7 million a year for use of its tracks and facilities.

SEPTA's Fox Chase Rapid Transit Line has been shut down for the past two months because of inoperable cars, but attempts are being made to repair the RDC's and restore service. Meanwhile, buses have been plying the circuitous course to Newtown. "Ayres" block station at Bethayres, where the FCRTL and West Trenton lines cross at grade, is out of service..... SEPTA has acquired another diesel locomotive from CONRAIL, SW7 #8904, which has been assigned to Paoli shop. Leased SW1 #8556 was still there too, at last report.

Work continues on rebuilding the platforms and installing escalators at Suburban Station, preparatory to opening the center city rail tunnel early next year. Correcting a statement here last month, there will be four runthrough tracks and four stub tracks at this station when the tunnel project is completed.....SEPTA has opened a new and larger stationmaster's office in the Suburban Station concourse, using space formerly occupied by a jewelry store.....A massive power failure shut down all service on SEPTA's Reading District during the morning rush hour of February 22. Several trains were delayed up to 20 minutes when circuit breakers tripped at the Wayne Junction power station.

SEPTA has begun to supply new dark blue uniforms to its commuter rail trainmen, complete with transit-type caps and badges.....SEPTA now operates three towers in its commuter rail system, all on former Reading lines. They are "Race Street," "Wind" and "Wayne," the latter two at Wayne Junction. AMTRAK employees still staff "Broad" tower in Suburban Station under a SEPTA train director, but SEPTA is expected to assume complete control by July 1.....SEPTA is planning to issue updated public timetables for the Media-West Chester commuter line (now terminating at Swarthmore) and the Wilmington line (now terminating at Marcus Hook), but it is uncertain when a complete reissue of suburban timetables will be accomplished.....We've heard reports that the State of Delaware is asking SEPTA for a price to restore commuter train service to Wilmington.

The Market East area next to Reading Terminal is the prime site for the City's proposed convention center. A consultant filed a report early this month detailing the advantages of the site, which would include the Reading Terminal trainshed and other property between Market and Cherry Streets east of 13th. Cost of the project is estimated at \$182 million. Other sites still under consideration are Franklin Town in the area of 16th & Vine Streets, and Market West between 20th and 23rd, Arch and Market Streets straddling the rail ramp to Suburban Station.

SEPTA estimates that it lost \$58,600 in revenue during one week in January because conductors did not collect fares from 31,000 commuters. Most of the lost fares were on trains to and from Suburban Station. The one-week survey also showed that ticket sales on the 12 commuter lines were down by 24 percent since SEPTA took over the system. The combination of uncollected fares and fewer ticket sales cost SEPTA about \$260,000 in lost revenue for the week, the transit authority said. However, the picture improved somewhat during February, sources believe.....The pipeline safety bill signed into law by President Reagan in January contains an item of interest to commuter rail workers. The law provides that former CONRAIL employees transferred to commuter agencies will continue to be covered by the Federal Railway Labor Act, and will retain their Railroad Retirement credits, sickness and unemployment benefits (UTU News).

NJ TRANSIT

The United Transportation Union went on strike against NJ TRANSIT March 1, forcing 70,000 commuter rail riders to find other means of transportation. NJT implemented a strike emergency plan which includes 500 extra buses to help move the displaced riders to their destinations in Northern New Jersey and New York City. There was no disruption of SEPTA service at Trenton and West Trenton, although pickets appeared at AMTRAK's Clinton Street station in downtown Trenton. The UTU also posted a March 7 strike date against the Metro-North commuter rail system, which carries 85,000 daily riders on its Hudson, Harlem and New Haven lines into Grand Central Terminal, New York. The issues which prompted UTU's action are similar to those involved in the current negotiations with SEPTA (see pages 1 and 4). The largest of 16 unions bargaining with NJ TRANSIT, UTU represents conductors and trainmen who are being asked to take pay cuts and agree to various changes in work rules.

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

NJ TRANSIT has set aside GGI's #4875 and 4883, leaving only eight of the famed locomotives available for service between South Amboy and New York. NJT is still trying to decide whether to equip its eight newly-acquired E44a freight locomotives for passenger service or purchase E60's from AMTRAK as replacements for the G's.....NJT has renumbered the tracks on its North Jersey Coast Line, Raritan Valley Line and ex-Erie Mainline, effective January 1. The numbering system conforms with the old Lackawanna pattern of odd numbers west and even numbers east, with lower numbers on the inner tracks in multiple-track territory. This is the system still in use on former Reading lines (Tri-State Chapter Block Line).....NJ TRANSIT has changed its out-of-state telephone numbers for train and bus information. They are now 609-966-4488 in South Jersey and 201-762-5100 in North Jersey. The in-state information numbers remain 800-582-5946 and 800-772-2222 respectively (Block Line).

SEPTA Chairman Lewis F. Gould, Jr. was re-elected by a unanimous vote of the board of directors on February 23. Governor Thornburgh earlier had appointed former U.S. Attorney David W. Marston to the SEPTA board, replacing David F. Girard-diCarlo who resigned last year. Marston, now serving as president of AMTRAK subsidiary Northeast Commuter Services Corp., was also suggested for the SEPTA chairmanship but was not formally nominated.....Transportation Secretary Elizabeth Dole said last month that SEPTA would receive \$30 million in overdue Federal funds by March 15, the balance of \$39 million voted by Congress in December to pay for trans- ition of the commuter rail system from CONRAIL to SEPTA.....According to press reports, SEPTA has also received only \$7 million of its \$31-million Federal operating subsidy for Fiscal Year 1983, which ends June 30. "It is critical that we receive that cash," said SEPTA Treasurer George Miller. He warned that unless the money is received in a few weeks "there is simply no more cash."

SEPTA's new fleet of Neoplan buses are the first in the City's history to use electronic destination signs.....Rebuilt PCC #2100 was damaged beyond repair when it derailed on the Route 23 loop in Chestnut Hill February 6, striking a power pole.....In the event of a City Transit Division strike on March 15, expect the Media and Sharon Hill trolleys to be replaced by buses. For one thing, traffic will be way down and, for another, the cars are maintained by CTD workers at 69th Street shops.....Another reddish-orange PCC has appeared at Luzerne depot. Both #2182 and 2793 are wearing the same hybrid color scheme.....Green PCC #2743 is still in regular service on Route 23.



The \$35,000 restoration of SEPTA's high-speed line terminal at Main & Swede Streets, Norristown, is expected to get underway this spring. The former Philadelphia & Western station was opened for service on November 15, 1931, the same day that P&W's new Bullet cars began operation... ..SEPTA is hiring a contractor to get rid of those pesky pigeons that infest the Bridge Street terminal in Frankford. Previous attempts have been unsuccessful.....SEPTA is offering its Street Road garage for sale. The Bucks County property was acquired from American Motors as part of the settlement for defective trackless trolleys purchased from an AMC subsidiary. Many of the 110 coaches were repaired at the Street Road facility.

SEPTA and McDonald's have gotten together on a "Freewheelin' Meal Deal." Between February 8 and March 21 transit riders can use their expired TransPasses or empty token packages to get free food items at the Golden Arches. Many McDonald's restaurants also sell TransPasses and tokens under a special arrangement with SEPTA.... ..On February 4 Mayor Green and SEPTA General Manager David L. Gunn helped dedicate the newly-renovated Tasker-Morris subway station in South Philadelphia. It is the first station to be completed in a \$20-million program to refurbish 11 stations on the Broad Street line.....Work is progressing on the new loop track at the 40th Street subway portal (see December Cinders).....Steelwork has begun on the new heavy maintenance shop at 49th & Woodland (BVTA Newsletter).

City officials are warily examining a Canadian firm's offer to build a six-mile monorail transit line in Philadelphia--at no charge. The firm, Transyt, Ltd. of Toronto, says it is willing to build the \$100-million line at its own expense in some U.S. city, to be used as a revenue-producing demonstration line.....SEPTA has recently removed the rail specialwork at 5th Street & Girard Avenue, where Route 50 trolleys formerly crossed Route 15. Route 50 has been operated with buses for the past two years because of a shortage of cars and later a bridge project in North Philadelphia. SEPTA reports that the crossing was defective and required a great deal of maintenance work, but pro-rail groups fear that the action will lead to permanent busing of Route 50..... SEPTA "Strafford" car #163 was relettered "Philadelphia & Western" #170 for a Branford Museum fantrip on February 27.

CONRAIL has reported net income of \$174.2 million for the year 1982 on total revenues of \$3.6 billion, compared with 1981 net income of \$39.2 million on revenues of \$4.2 billion. The 1982 net income figure includes two unusual items: \$91 million from the sale of tax benefits under so-called "safe harbor" leasing rules and \$44.1 million from the settlement of passenger accounts with commuter authorities and AMTRAK. Chairman L. Stanley Crane commented that "Even without these unusual items, Conrail would have registered about the same net income as in 1981--despite a downturn of 20.5 percent in carloadings. This performance demonstrates that Conrail was able to employ cost controls to counter a severe traffic decline".....CONRAIL's traffic levels in most commodities did indeed drop sharply last year, but piggyback was a bright spot. Trailer and container traffic on Conrail rose 7.7 percent over 1981 levels for a total of 655,000 loaded units.....Total 1982 freight traffic for major U.S. railroads was down by 12.3 percent from 1981, to an estimated 798 billion ton miles, according to AAR figures.

PHILADELPHIA EXPRESS (Continued from Page 8)



A strike called by the Brotherhood of Locomotive Engineers against CONRAIL, set for February 15, was blocked for 60 days when President Reagan appointed an emergency board to investigate the dispute.....The 39-car Ringling Bros. "Red Unit" circus train will pass through Philadelphia via CONRAIL on March 28 enroute from Baltimore to New York City. The same train will return for its annual visit to Philadelphia on June 6, with the circus due to open at the Spectrum June 8. Ringling's other train, the 42-car "Blue Unit," may also be seen in Philadelphia on April 18 enroute from Charleston, WV to Providence, RI. Possible routing is CHESSIE-Philadelphia-CR..... CONRAIL E33 electric locomotive #4604 is being acquired by the Roanoke Transportation Museum, Roanoke, VA. The unit, originally built for the Virginian Railway by General Electric, was a true boomer. Over the years it hauled freight for NORFOLK & WESTERN, New Haven and Penn Central, before being taken out of service by Conrail in 1981. It was delivered last month to GE's Erie (PA) plant, where it is to be repainted into its original VGN paint scheme.....CONRAIL's last two Alco C630's, #6761 and 6762, have been retired. They are ex-Reading #5308 and 5309.

After acquiring a heavyweight business car from SOUTHERN RAILWAY (see January Cinders), CONRAIL has apparently decided to repaint all of its office cars in the same Pullman green style. Car #2 in fresh green paint with gold CR logo and lettering was seen on the rear of AMTRAK train 202 February 24. Conrail's lone E8 passenger unit #4022 is at Altoona shops for a possible change in image.....CONRAIL Chairman L. Stanley Crane was quoted in January Modern Railroads as saying that "I'm a strong believer in using office cars. It costs money to have an office car inspection trip (but) when you get out there you see and feel the physical railroad. You cannot feel the accelerations--horizontal and vertical--in a hi-rail car like you can in a regular car going at 60 to 70 mph, which is the way your trains run. That's why I much prefer to do the mainlines in an office car."

BURLINGTON NORTHERN and CONRAIL are negotiating a possible trackage rights agreement that would take CR to Kansas City and BN to Buffalo (Traffic World).....CONRAIL has asked the ICC to reverse a prior ruling by a review board that DELAWARE & HUDSON be granted switching access to the port and various industries in Philadelphia (see January Cinders).....CONRAIL expects to spend almost \$200 million in 1983 to install about 350 miles of rail, insert 1.4 million new ties and surface about 6,000 miles of track (Railway Age)..... CONRAIL will move out of the former Lehigh Valley Railroad offices in Bethlehem sometime this spring, relocating to the Bethlehem Plaza Marketplace in the downtown area, according to press reports.....Most CONRAIL diesel locomotives used in long-haul freight service are now equipped with "Select-a-Power" controls, which allow an engineer to idle trailing locomotives when not needed for additional power. This device helps conserve diesel fuel and has eliminated the use of helper locomotives in certain areas.

GG1 #4935, still in its Pennsy green and pinstripes, was moved from Philadelphia to Strasburg, PA on Saturday, February 19, pursued by carloads of photographers. Delayed a week by the record snowstorm of February 11-12, the special move was handled by orange AMTRAK GP7's #777 and 780 to Leaman Place, where STRASBURG RAIL ROAD 44-ton diesel #33 took over for the last few miles. The 4935 was soon placed in the grounds of the State Railroad Museum beside sister GG1 #4800, recently refurbished in dark green and widely-spaced pinstripes. Friends of the GG1, which raised the money for 4935's restoration in 1977, at last saw the famed locomotive placed on permanent display, courtesy of NRHS Member Russell Wilcox of Baltimore who purchased #4935 from Amtrak following its retirement from active service in 1980.

Original GG1 #4800 will be dedicated as a National Historic Mechanical Engineering Landmark at a ceremony set for 2 PM Saturday, April 23, 1983 at the Railroad Museum, Strasburg, PA. Sponsored by the American Society of Mechanical Engineers, the ceremony is open to the public. A six-page brochure on #4800, published by ASME, will be available for \$1.....AMTRAK last month placed 15 more of its retired GG1's up for sale. They are #4895, 4901, 4904, 4905, 4908, 4909, 4912, 4914, 4915, 4921, 4924, 4925, 4927, 4928 and 4932.

AMTRAK has submitted a report to Congress asking for a Fiscal Year 1984 authorization of \$807 million, including \$649.1 million for operations, \$155 million for capital projects and \$5 million for labor protection. Amtrak will receive a total of \$700 million in Federal money during the current fiscal year ending September 30, but the Administration has requested only \$682 million for FY '84 (Rail Travel News).....AMTRAK plans to build two inspection cars, one from the shell of a damaged Amfleet coach and another from an ex-Burlington dome-observation car. The fate of existing inspection car 10000 is not known (RTN).....The Transportation Department and AMTRAK have agreed to spend \$70 million to reconvert Washington Union Station into a rail station. Rebuilt in the mid-70's as a visitors' center, the imposing station building has been closed for two years because of an unsafe roof, forcing Amtrak to operate out of an improvised building north of the main structure.

A 48-page guide to public transit along the Northeast Corridor will be issued by AMTRAK and should be available in Philadelphia. The booklet lists connections between Amtrak trains and public transportation facilities in 12 major cities along the Corridor (RTN).....AMTRAK is now issuing a tabloid-size newspaper for its employees entitled Amtrak News.....AMTRAK's "Newsbreak" service, utilizing a toll-free phone number, was discontinued last December.....AMTRAK recently christened its "Safetyliner" at Wilmington shops. The 32-foot bus, refitted as a classroom on wheels, will offer safety training to employees along the Northeast Corridor (Amtrak News).....All 47 of AMTRAK's AEM-7 electric locomotives have been retrofitted with air-conditioned cabs.....AMTRAK's special "First Class Service," introduced on the Florida trains in December, features its own stationery and brochures complete with special F40 locomotive emblem.....AMTRAK Package Express service went nationwide last month, and now provides door-to-door package service between 55 major metropolitan areas.

(Continued on Page 10)

**ALL
ABOARD
AMTRAK**

PHILADELPHIA EXPRESS (Continued from Page 9)

In a recent interview with Railway Age, AMTRAK President W. Graham Claytor, Jr. said that he was satisfied with the Northeast Corridor Improvement Project--"the main track between New York and Washington is done; the line from New Haven to Boston is superb." He added that there is still a lot of work to be done--"we still haven't finished the approaches to major cities, Baltimore, Washington, Philadelphia; that work is underway. As a result we still get delays from construction and we get a rough ride over parts that are not finished." He said that his objective is to make the New York-Washington route "a really viable businessman's line as well as a line for Aunt Minnie going to visit her niece and nephew." Mr. Claytor noted that the Corridor "on the whole is earning a slight profit on what we call a short-term avoidable cost basis."

PENN'S LANDING TROLLEY news: The Penn's Landing trolleys will begin regular operations on Delaware Avenue on Sunday, April 3 at 11 AM. Service will be provided on weekends and holidays through late fall, plus Thursdays and Fridays during June, July and August. Cars 26 and 120 will again be used, though a major effort will be made in 1983 to complete the rehabilitation and regauging of ex-PTC double-end car #5205. The next car in line for rebuilding is ex-Red Arrow center-door #76.....City officials have told the Buckingham Valley Trolley Association that carhouse and office facilities for the Penn's Landing operation will be moved from Pier 5 to Pier 19 North on Delaware Avenue, possibly this year.....The City, through the Atwater Kent Museum, will acquire SEPTA PCC #2601. BVRTA has agreed to house the 1941-vintage "air" car and itself is attempting to secure PCC #2647.....Discussions are progressing toward a possible merger of BVRTA and Metropolitan Philadelphia Railway Association (BVRTA Newsletter).

S. Kip Farrington, Jr., noted rail writer and sportsman, died February 7 at the age of 78 in Southampton, NY.....Resorts International is considering a plan to build a new casino in Atlantic City which would include facilities for rail and bus service.....Boeing Vertol has begun shipping 30 additional LRV's to SAN FRANCISCO MUNICIPAL RAILWAY. The cars had originally been built for Boston's MBTA.....Stuart T. Saunders, Jr., son of the former Penn Central board chairman, is now senior vice president and general counsel for First Pennsylvania Bank.



PATCO's trackbed on the Benjamin Franklin bridge will be rebuilt in the next few years using Federal funds. This project is separate from the plan to redeck the highway lanes..... Private car Jersey Dawn, formerly owned by Philadelphia Railfan Douglas Brown (see December Cinders), was sold to a Charlottesville, VA newspaper executive for a price in excess of \$150,000. The car left Philadelphia for Florida on AMTRAK's Silver Meteor January 29.

WILMINGTON & WESTERN has received its ex-Pennsy B6 0-6-0 #60, and will purchase the two former PRR MP54-E5 MU cars recently retired by AMTRAK's WASHINGTON TERMINAL. W&W is also planning to run ex-CANADIAN PACIFIC Royal Hudson #2839 this spring but it will not be to Coatesville, PA as originally expected. Talk of using it on the Walt Disney special is still being heard (see February Cinders)..... General Electric has announced that two models of its new "Dash 8" series of diesel locomotives are under test at Erie--a four-axle and a six-axle version. Five Dash 8 models are planned: the B23-8, B30-8, C30-8, B36-8 and C36-8. Full production is scheduled for 1985.....STRASBURG RAIL ROAD used its ancient Russell snowplow on February 14 to open the line after the big snow of the previous weekend. The plow was pushed by 2-10-0 #90 (Pottstown Chapter Colebrookdale Local).

The ICC voted on March 3 to deregulate railroad boxcar traffic and rail shipments of export coal. Piggyback traffic was completely deregulated in 1981.....Railbox Corp., a subsidiary of the railroad-owned Trailer Train Company, is in danger of bankruptcy unless it gets additional cash from its parent company. Railbox owned 25,000 boxcars which are in far less demand than projected a few years ago, with at least 75 percent of them sitting idle because of reduced traffic levels.....CHESSIE SYSTEM is planning to spend about \$63.6 million on capital projects this year, mostly for signal, communication and terminal improvements. No new locomotive purchases are planned.....Contrary to a report here several months ago, DELAWARE & HUDSON has decided not to handle its New England-bound coal trains through Philadelphia.....Charles F. Gilbo of Lancaster Chapter has been appointed general chairman of the 1985 NRHS national convention, to be held in Lancaster where the Society was begun 50 years before.

KNOW SOMEONE WHO'S INTERESTED IN NRHS? USE THE ENCLOSED MEMBERSHIP FORM

An official NRHS membership application is attached to this issue of Cinders between pages 14 and 15. If you know someone who would benefit from membership in Philadelphia Chapter and the Society, please pass this form along to he or she.

Dues for 1983 are \$18 per person, which includes subscriptions to the National Railway Bulletin and Cinders. Checks should be made payable to "Philadelphia Chapter, NRHS" and sent with completed application to:

Earle P. Finkbiner, Treasurer
1401 Riverton Road
Cinnaminson, NJ 08077

An attractive, illustrated membership prospectus is available upon request from:

R. L. Eastwood, Jr., President
P. O. Box 41
Huntingdon Valley, PA 19006-0041

1983 Slide Contest Winners

Eight members won a total of 18 prizes in Philadelphia Chapter's annual slide contest held at the February 18 meeting. Fourteen persons entered the contest, one more than in the previous year.

Prize winners in the six categories were:

STEAM

- 1 - Larry Eastwood (Chessie 4-8-4 #2101 at Harpers Ferry)
- 2 - Ray Muller (UP 4-8-4 #8444 on Denver convention fantrip)
- 3 - Al Gaus (Austrian tank engine)

DIESEL

- 1 - Gerry Williams (EL E8 #833 at night)
- 2 - Ray Muller (WM F7's on Chessie excursion)
- 3 - Al Gaus (UP Centennial locomotives on freight)

MAINLINE ELECTRIC

- 1 - Larry DeYoung (EL MU's at night)
- 2 - Ray Muller (Amtrak GG1 passing MP54 MU's)
- 3 - Al Gaus (Italian MU car)

TROLLEYS/RAPID TRANSIT/INTERURBANS

- 1 - Dave Kopena (SEPTA-Red Arrow snow sweeper)
- 2 - Al Gaus (narrow-gauge trolley in Portugal)
- 3 - Ray Muller (antique trolley in Detroit)

GENERAL

- 1 - Doug Watts (sunset on rails)
- 2 - Ray Muller (SEPTA Mermaid loop building)
- 3 - Larry DeYoung (Lake Erie ore unloader)

OLDIES BUT GOODIES

- 1 - Ray Muller (ACL diesels in Jacksonville)
- 2 - Larry Eastwood (WM RS3 on fantrip)
- 3 - Roy Soukup (RI DL109 at Chicago)

Judges for the contest were Frank Tatnall, Phil Mulligan, Bill White, Eric Dervinnis and Marie Eastwood. Prizes to be awarded are one 36-exposure roll of color film with processing for first place, one 36-exposure roll of color film without processing for second place, and one 20-exposure roll without processing for third place.

The Chapter wishes to thank all of those who participated, either as contestants or judges.

THREE MEMBERS ENROLLED IN NRHS 25-YEAR CLUB

Three members of Philadelphia Chapter have been enrolled in the NRHS Twenty-Five Year Club, according to Committee Chairman George S. Hartman. Each member has been presented a sterling silver 25-year pin in recognition of this milestone in the support of the Society and its activities.

Philadelphia Chapter salutes the following deserving members on receipt of this honor:

THOMAS E. BRADLEY	Shiremanstown, PA
FRANKLIN M. DAVIS, JR.	Newtown Square, PA
J. DAVID ENGMAN	Boston, MA

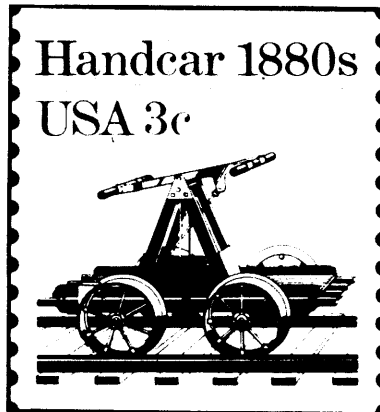
The Society has, in addition, recently created a 50-year pin which will be unveiled during NRHS's Golden Anniversary in 1985, which, of course, will be marked with convention activities in nearby Lancaster, PA, where the Society was started in 1935.

CHAPTER MEMBER FORMS TOUR ORGANIZATION; SPRING TRIPS SLATED

Chapter Member Larry Steingarten, who has conducted several international tours on behalf of Philadelphia Chapter, has formed his own company, Challenger Tours, which has announced four 1983 trips to various European countries, all utilizing chartered steam trains.

The tours announced by Challenger are East Germany (April 13-21), Turkey (May 20-29), Norway-Sweden (June 10-19) and Rumania-Hungary (September 27-October 9). A four-page brochure has been prepared on these excursions, and each member will receive one in the mail early in April. Challenger Tours is located at 3672 Nottingham Way, P. O. Box 8965, Trenton, NJ 08650 (telephone 609-586-4664). We wish Larry well as he enters this new venture of service to rail enthusiasts.

Postal Service to Issue Railroad Handcar Stamp



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A three-cent regular postage stamp featuring an early railroad handcar will be issued by the U. S. Postal Service on March 25, 1983 at Rochester, NY. First-day ceremonies will be held during the ROPEX-83 exhibition sponsored by the Rochester Philatelic Association, the theme of which is "Modes of Transportation--Yesterday, Today and Tomorrow."

Printed in green ink and designed by Walter Brooks of Norwalk, CT, the design is based on a railroad handcar manufactured in the 1880's by the Bucyrus Foundry and Manufacturing Company in Bucyrus, OH. This company manufactured handcars from the 1880's to about 1900. The stamp will be issued in coil form only, available in coils of 500 and 3000. Members desiring a supply should see President Eastwood at the April 15 meeting, at which time they will be available in smaller quantities.

Customers are urged to buy stamps and affix them to their own covers. All covers must be addressed on the right side of the envelopes at least 5/8 of an inch up from the bottom. Customers are reminded they must add at least 17 cents additional postage to their envelopes (10 cents additional postage if stamps are affixed to a post card) to meet the minimum First-Class rate.

Uncanceled stamps issued before March 25 may be affixed. Orders containing envelopes to which stamps issued after March 25 are affixed will be returned unserved. Insert a filler in each envelope and mail it to: Customer-Affixed Envelopes, Postmaster, Rochester, NY 14692-9991 by April 24. There is no charge.

The Postal Service will affix stamps when requested to do so. Mail orders by April 24 to: Railroad Handcar Stamp, Postmaster, Rochester, NY 14692-9992. The cost is 20 cents per cancellation (17-cent Electric Auto stamp will be affixed to covers to meet the minimum First-Class mailing rate). Personal checks in the exact amount will be accepted for orders up to the limit of 50 covers. Do not send cash. Postage stamps are unacceptable as payment. (-from *NRHS News*, *Rochester Chapter Semaphore*, and *Postal Bulletin* 21392, 2-24-83)

Conrail Updates Eastern Region Freight Schedules

This issue of *Cinders* contains our annual pull-out section showing through freight train schedules for Conrail's Eastern Region. Included is the territory from Harrisburg, PA, Hagerstown, MD and Potomac Yard (Alexandria), VA through Philadelphia and Allentown to the Jersey Coast.

Headquartered in Philadelphia, the Eastern Region comprises three divisions: Harrisburg, New Jersey and Philadelphia. In 1982 the former Lehigh Division based at Bethlehem, PA was merged into the New Jersey Division, which is headquartered at Elizabethport, NJ. There are four other freight operating regions on Conrail: the Northeastern based in New Haven, the Central in Pittsburgh, the Western in Detroit and the Southern in Indianapolis.

On January 1, 1983 Conrail terminated most of its passenger operations, turning them over to Amtrak and the various regional transit agencies. As a result, the former New Jersey Commuter, SEPTA Commuter and Metropolitan (New York) Regions have been eliminated. However, Amtrak, NJ Transit and SEPTA continue to utilize certain segments of Conrail freight lines in the Eastern Region for passenger train operations.

The attached schedules show all through freight trains, as well as a number of "local" trains operating between major yards, and are accurate as of February 15, 1983. They do not confer timetable authority and should be used only as a guide to anticipated train movements. Many trains, the mail and "TV" piggybackers in particular, will generally operate on or ahead of schedule, but the performance of other trains sometimes varies widely from what is published. The railroad will also combine trains or eliminate ("annul") them as traffic volumes dictate, or operate extra sections designated by an "X" suffix following the train symbol. Under Conrail's identification system, scheduled through trains carry a single-digit suffix designating the day of departure from origin terminal. For example, OIPY-2 is an Oak Island (NJ) to Potomac Yard train scheduled to depart on the second, 12th and 22nd day of the month.

With the exception of piggyback traffic, freight volumes have declined somewhat from a year ago, which results in fewer trains appearing in these schedules as some are eliminated or combined. These listings also do not include unit coal, ore, grain or empty hopper trains which generally operate on irregular schedules, though these trains are assigned symbols beginning with the letters "U", "Z", "G" and "X" respectively. Likewise not shown are the transcontinental container trains operated occasionally for certain steamship lines, or the famed Tropicana Orange Juice train ("OJT") which operates twice a week from Bradenton, FL to Kearny, NJ. This train, well known for its long string of white boxcars, runs via Seaboard-RF&P to Potomac Yard, thence the Amtrak Corridor to Philadelphia and Conrail's former Reading line through West Trenton, NJ.

While freight train schedules are constantly being revised to reflect changing traffic conditions, the editors hope that the attached information will assist trainwatchers in identifying the principal freight trains operating through the tri-state area.



CONSOLIDATED RAIL CORPORATION
EASTERN REGION

THROUGH FREIGHT SERVICE - West and Southbound
CORRECTED TO FEBRUARY 15, 1983

CONRAIL

(All trains operate Daily Except as Noted)

TRAIN	NORTH BERGEN ISLAND	OAK KEARNY	MORRIS- LINDEN VILLE	CAMDEN	PHILA. Fkd. Jct.	PORT ROG. JCT.	BETH- ALLEN- LEHEM TOWN	PITTS- TON	SAYRE	WEST TRENTON	PHILA. Wicacoam	PHILA. Zoo	PHILA. W. Falls	EDGE MOOR	PERRY- VILLE	ABRAMS	READING	THORN- DALE	COLUM- BIA	HARRIS- BURG	ENOLA	HAGERS- TOWN	POTOMAC MORE YARD	
ALCG-A																								
ALCG-B																								
ALCY																								
BAPT																								
CAEN																								
CAPY (g)																								
EDEN																								
ENHA																								
ENPY																								
MAIL-9																								
MAIL-11(b)																								
OTAL																								
OLEN																								
OLEN (a)																								
OIPV (c)																								
OITV (d)																								
PGEN																								
PGPI																								
PTPY																								
RYAL																								
RYEN																								
SEEN																								
SEPY																								
TV-1 (g)																								
TV-3m(a, e)																								
TV-11 (d)																								
TV-22 (f)																								
TV-23 (a)																								
TV-25																								
TV-51 (d)																								
WHBA-9 (b)																								
WHRE-25 (a)																								
WJAL-22																								
WPMO-5																								
WPP-1																								

REFERENCE MARKS

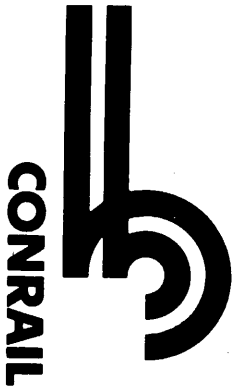
- * - Crew change
- (a) - Except Sunday
- (b) - Except Sunday and Monday
- (c) - Except Monday
- (d) - Except Saturday and Sunday
- (e) - Operates 1-1/2 hours earlier Saturday
- (f) - Except Tuesday

Times shown are arriving or passing times, except at first point of departure.

KEY TO ORIGIN AND DESTINATION SYMBOLS

- AL - Allentown, PA
- BA - Baltimore, MD
- CA - Camden, NJ
- CG - Corning, NY
- ED - Edge Moor (Wilmington), DE
- EN - Enola, PA
- HA - Hagerstown, MD
- IN - Indianapolis (Avon), IN
- OI - Oak Island (Newark), NJ
- PG - South Philadelphia, PA (from Abrams, PA)
- PI - Pittsburgh (Conway), PA
- PY - Potomac Yard (Alexandria), VA
- SE - Selkirk (Albany), NY
- TO - Toledo, OH
- TV - TrailVan (piggyback)

NOTE: Local train symbols begin with "W".



CONSOLIDATED RAIL CORPORATION

EASTERN REGION

CORRECTED TO FEBRUARY 15, 1983

THROUGH FREIGHT SERVICE - East and Northbound

(All trains operate Daily Except as Noted)

TRAIN	POTOMAC YARD	BALTI-MORE TOWN	HAGERSTOWN	ENOLA BURG	HARRIS-COLUM-BIA DALE	THORN-DALE	READING	ABRAMS	PERRY-VILLE	EDGE-MOON	PHILA-ARSENAL	PHILA-W. Falls Zoo	WEST-TRENTON	SAVRE	PITTS-TONN	ALLEN-TOWN	BETH-LEHEN	PORT-ROG. JCT. Fkd. Vot.	PHILA-CAMDEN	MORRIS-VILLE	LINDEN	KEARNY	ISLAND	NORTH BERGEN	
AL01																									
ALPV																									
BAPI																									
GAAL-A																									
GAAL-B																									
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ENPV																									
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MAIL-10(a)																									
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TOP LINE →
FOR NATIONAL
USE ONLY

Memb. Class.	Chapter	Start	Stop	Membership Number
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← TOP LINE
FOR NATIONAL
USE ONLY

NOTE: TYPE OR PRINT CLEARLY, except for signatures

Being interested in the work of this Society and agreeing to abide by its rules, I hereby apply for membership in the National Railway Historical Society in the following class of membership: (Please check ONLY ONE.)

CLASS

- B Individual, Regular (Chapter) Membership } via _____ CHAPTER
- B & F Regular (Chapter) and Family (Spouse) }
- F Family (Spouse) only. (Family of _____)
Relationship wife husband Name and Membership number of present member.
- A Individual Associate Membership
- A & F Associate and Family (Spouse)

DATE OF APPLICATION: _____, 19 ____

NAME AND ADDRESS OF APPLICANT

Print or Type

Name: _____
(First) (Middle) (Last)

Address: _____

(City) (State) (Zip)

Foreign Country: _____

SPOUSE'S NAME (If applicable — Family Member)

Name: _____
(First) (Middle) (Last)
Please use spouse's own given first name.

Signature of Applicant

APPLICANT INFORMATION

Occupation: _____
Age: _____ Tel. No.: _____ / _____
Area / Exchange - Number

Membership Class	DUES SUBMITTED	
	Local	National
Regular	\$ _____	\$ _____
Family	\$ _____	\$ _____
Associate ...	XXXX	\$ _____
TOTAL	\$ _____	\$ _____

NOTE: Applicant must be sponsored by a member in good standing.

SPONSORED BY: _____
Signature of Sponsor Sponsor's Membership Number

NOTE: If a sponsor cannot be obtained due to geographical location, applicant should furnish two references (persons who can attest to your character):

_____ (Name)	_____ (Name)
_____ (Address)	_____ (Address)
_____ (City) (State) (Zip)	_____ (City) (State) (Zip)

APPLICANT: PLEASE ANSWER THE FOLLOWING QUESTIONS

- Have you ever been a member of N.R.H.S.? Yes No
- If answer to question No. 1 is "YES", which class ASSOCIATE CHAPTER FAMILY
 - Last year for which Membership dues were paid. Year _____
 - Name of Chapter (if applicable) _____
 - Give previous Membership Number (if known) _____

NOTE: Applicants for Regular (Chapter) membership must be approved by a Chapter Officer.

CHAPTER OFFICER: _____
(Signature of Chapter Officer) (Title) (Chapter Code No.) (Code Letters)

All applications subject to approval of Membership Committee.

If you desire **Regular** (Chapter) membership, send this application with National and local dues to the Chapter Treasurer. If you apply for **Associate** membership, send application and Associate dues to NATIONAL TREASURER, GERALD A. HOTT, 19 Brighton Drive, Gaithersburg, MD 20877.

OFFICE USE ONLY	LOCAL CHAPTER			NATIONAL USE ONLY				
	Application Received	Forwarded to National	Verified	Application Received	Application Approved	Forward for Processing	Processing Completed	Verification Sent
DATE								
INITIALS								



APPLICATION FOR MEMBERSHIP

The National Railway Historical Society was founded in 1935 and incorporated as a non-profit, educational organization in Maryland in 1937. The primary purpose of the Society is to preserve historical material and information pertaining to railroad transportation, to issue publications relating to the subject, and to encourage the use of rail transportation.

The Society has more than 10,000 members and over 130 Chapters. The Society publishes a bi-monthly journal, *The National Railway Bulletin*, containing articles of historical, educational, and topical subjects of railroad interest. A subscription to this journal is included with all Regular and Associate memberships.

Membership is open to all persons sixteen years of age or older, who are interested in railroads and their history. The major classes of membership are:

REGULAR (CHAPTER) MEMBERSHIP

Members affiliated with a local Chapter of the National Railway Historical Society, in addition to the National organization.

ASSOCIATE MEMBERSHIP

Members of the National Railway Historical Society who do not live near or do not wish to affiliate with a local N.R.H.S. Chapter.

FAMILY (SPOUSE) MEMBERSHIP

An optional Family membership is available for the *spouse* of a member, either Regular or Associate, who resides in the same household as the member.

ANNUAL NATIONAL DUES

Regular (Chapter) Membership*	\$ 9.00
Associate Membership	10.00
Family (Spouse) Membership*	2.00

After **June 1** National dues are one-half of the amounts specified above.

After **November 1** applicants paying the full National dues for the following year will become members of the N.R.H.S. for the balance of the current year as well.

*Local Chapter dues where applicable, are in addition to the National dues, and will vary from Chapter to Chapter.

For Chapter Information, Contact:

or
Nelson W. Bowers
Senior Vice President
P.O. Box 295, Thorndale, PA 19372

HAVE YOU PAID YOUR DUES? IF NOT, THIS IS YOUR LAST ISSUE OF "CINDERS"

Philadelphia Chapter members who have not yet paid their NRHS dues for 1983 will be dropped from the rolls on March 31. Unless dues payments are received prior to that time, these persons will no longer receive copies of Cinders, the National Railway Bulletin or other benefits of NRHS membership.

Dues are \$18 per person (\$9 for Chapter-only members), made payable to "Philadelphia Chapter, NRHS." They should be sent immediately to:

Earle P. Finkbiner, Treasurer
1401 Riverton Road
Cinnaminson, NJ 08077

Membership cards for those already paid should be received shortly from National, and will be mailed to individual members as quickly as possible.

According to Chapter records, the following Philadelphia Chapter members had not renewed their membership as of March 5, 1983:

ARCHACKI, Jan	FARLEY, R. S.	PRICKSKETT, M. E.
BACHORZ, James	FENSTERMACHER, Frank R.	SAMMIS, Phil
BALICK, Sanford E.	GRAF, Edwin S.	SCHILDT, Robert K.
BEETLE, George R.	GRIFFITH, Andrew E.	SCHLOSSER, Gary A.
BRIGGS, David L.	MACK, James E.	SCHLOSSER, Miles R.
BROWN, Robert H.	MALICKSON, M. A.	SENIN, Peter M., Jr.
CLOVER, Richard S.	MAROSKI, Joseph A.	SMILEY, Patrick L.
CRAWFORD, William	MEARS, David J.	STORKS, Robert P.
CROSSMAN, Joel S.	METZ, George W.	SZABO, Dennis K.
DASH, Howard J.	MORROW, David R.	TOOMEY, Francis R.
DAUMER, Robert F.	PFEIFFER, Richard H.	WEINBERG, Neil

If there is a discrepancy in the above list, please notify the treasurer. It is hoped that each of these members will climb back on board for another eventful year in Philadelphia NRHS.

NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER

Consolidated Financial Statement - Year Ending December 31, 1982

BALANCE ON HAND JANUARY 1, 1982		\$	9,642.01
RECEIPTS:			
Dues from members, sales of publications, ticket sales	\$	13,456.76	
Interest on accounts (<i>Note 1</i>)		423.73	
Donations		160.00	
Total Receipts for the year			14,040.49
DISBURSEMENTS:			
Excursion charges	\$	1,256.40	
Bank Charges		103.77	
Cost of publications to be sold		837.05	
Sales tax collected and remitted to Comm. of PA.		74.06	
Postage		2,235.96	
Printing		2,548.12	
Donations		525.00	
Per Capita funds sent to National		2,422.00	
Telephone expenses		34.95	
Programs (includes banquet expenses) (<i>Note 2</i>)		2,368.88	
Repairs (typewriter service)		43.61	
Office equipment		19.80	
Refunds on excursions, etc.		108.00	
Total Disbursements for the year			12,577.60
BALANCE ON HAND DECEMBER 31, 1982		\$	11,104.90

NOTES TO FINANCIAL STATEMENTS: Will be found on Page 16, this issue

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

Our Meeting:

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. Finkbner
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. Finkbner, 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.

Philadelphia Chapter's March 18, 1983 meeting will consist of a narrated slide talk by noted Philadelphia artist and historian Ted Xaras entitled "The Main Line -- Then and Now." Well known for his series of railroad paintings commissioned by the Franklin Mint, Mr. Xaras has twice before appeared at Philadelphia Chapter meetings with programs detailing the history of Philadelphia's Chestnut Hill rail lines and the North Penn Railroad. His Main Line program covers the Pennsylvania Railroad's influence on the western suburbs of Philadelphia, with additional detail on the predecessor Philadelphia & Columbia Railroad. Two projectors and screens will be used in this fascinating presentation.

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, MARCH 16, 1983. The cost of dinner is \$8 per person.

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

Come join us on March 18 for an informative slide lecture by Ted Xaras. PLEASE SEE PAGE ONE FOR AN IMPORTANT MEETING NOTICE!

CHAPTER FINANCIAL STATEMENT (Continued from Page 15)

NOTES TO FINANCIAL STATEMENT:

1 - Interest received includes \$129.43 on savings account held for Friends of GG1 4935, which had a balance as of December 31, 1982 of \$2386.54. It is anticipated that these funds will be expended in 1983 to provide for the movement of the 4935 from Wilmington to Strasburg, as well as for cosmetic restoration prior to display.

2 - Program expense includes cost of dinners for those attending the National directors' meeting held in Philadelphia in November. The receipts for these dinners are included in the top section of the report.

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

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19006



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