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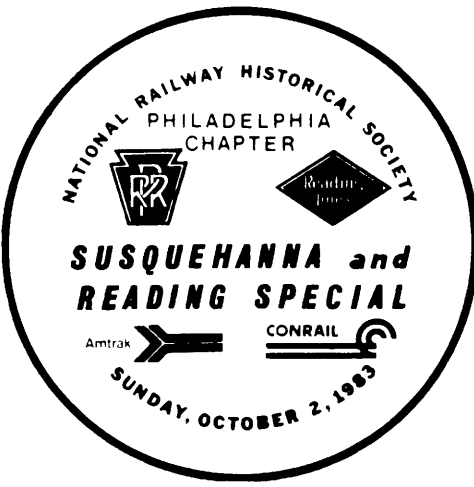


November 1983

IN THIS ISSUE	
Extra List.....	2
Philadelphia Chapter Meeting Notice.....	2
ON THE SCENE, by Elbert Simon.....	3
GGI's Take Final Curtain Call October 29.....	4
PHILADELPHIA EXPRESS, by Frank Tatnall.....	5
Amtrak Locomotive Roster.....	10
1983 Philadelphia Chapter Auction Rules.....	12

Newsletter of the
PHILADELPHIA CHAPTER
 National Railway Historical Society Inc.
 Post Office Box 7302
 Philadelphia, Pa. 19101

"Susquehanna & Reading Special" Is Big Success



Philadelphia Chapter's Susquehanna & Reading Special carried 887 revenue passengers on its October 2 journey from Philadelphia to Harrisburg and return. The train consisted of two Amtrak F40 locomotives, three food-service Amcafes and 12 Amcoaches, including two extra cars needed to accommodate a surge of late September ticket buyers.

Leaving 30th Street Station on time at 10:06 AM, the Special followed Amtrak Train 47, the Pennsylvanian, west to Parkesburg, with a stop at Paoli to board passengers. By 11 o'clock the sun had made a welcome appearance, dispelling the gloom of early morning, and the rest of the day was mild and generally bright. At Parkesburg, the Special diverged from the Amtrak mainline to Conrail's ex-Pennsy Enola branch, which follows a low-grade route to Enola yard just west of Harrisburg. Passengers were greeted with a spectacular view of the Susquehanna River valley as the train crossed the towering bridge at Safe Harbor, gradually descending to water level at "Port" interlocking east of Columbia. A number of Conrail freights--plus two Delaware & Hudson trains--were passed between "Port" and Columbia.

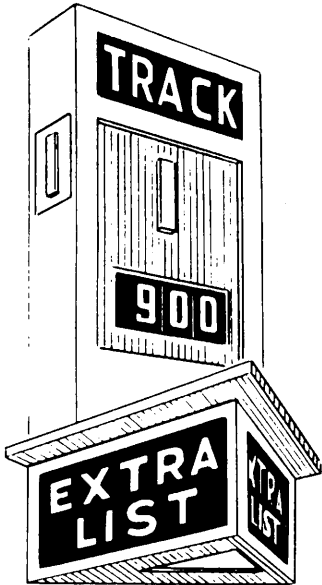
A highlight of the trip was Enola yard. The excursion train was routed through the heart of this huge yard, operating directly over the eastbound hump, as passengers gawked at the vast assemblage of blue Conrail diesels lined up on the ready tracks and in storage areas. The train continued westward for a few more miles, rejoining the mainline at the west end of famed Rockville bridge and then crossing the bridge enroute to Harrisburg. Arrival at Amtrak's historic but dilapidated Harrisburg station was at 2:05 PM, 25 minutes behind schedule.

Passengers detrained at Harrisburg to stroll about and take pictures of the train. Nine additional cases of soft drinks were loaded aboard to reinforce the depleted stocks in the three Amcafe cars. At 2:40 PM the train backed out of the station, reversed direction and proceeded east on Conrail's mainline to Reading--formerly the Reading Company's Lebanon Valley branch. Points of interest on this busy, freight-only line included the huge Hershey Chocolate plant at Hershey and the beautifully restored Reading passenger station at Lebanon. Slow orders due to track construction prevented the Special from making up any time prior to arrival at Wyomissing Junction, just west of Reading, at which point the train was switched to the Reading Belt branch which bypasses the city.

A meet had been planned with a steam special being operated for the Historical Society of Berks County to commemorate the 150th anniversary of the founding of the Philadelphia & Reading Railroad. This nine-car train, hauled by Railfan George Hart's Canadian-built 4-6-0 #972, was returning from Philadelphia to Reading via Conrail's original P&R mainline. It was scheduled to meet the Susquehanna & Reading Special at "Titus" interlocking (formerly Klappertal Junction) just east of Reading, but because of late running by both trains the S&R was routed down the Belt Line all the way to Birdsboro, and the meet was staged at "Bird" as photographers lined the tracks and overhead highway bridge.

The time at "Bird" was 5 PM. The Special was scheduled to arrive at 30th Street Station just one and a half hours later, but several more miles of 30-mph slow orders lay ahead over newly-rebuilt but not-yet-settled track. After Linfield the train picked up speed but was still 30 minutes late as it plunged into Black Rock tunnel and passed Phoenixville at 5:36 PM. The head-end crew was going all-out to make up time, knowing that a number of passengers wished to connect with Amtrak Train 45 for Lancaster and Harrisburg, due out of 30th Street at 6:44 PM.

All freight traffic was cleared from its path as the Special moved swiftly along the mainline through Valley Forge Park, Abrams yard, West Conshohocken and West Manayunk, Teaning into the many curves as the railroad hugged the shoreline of the Schuylkill River. After passing through little-used West Falls yard, the engineer radioed "Zoo" tower for permission to enter Amtrak territory and was instructed to "keep moving." The



NOVEMBER 11-13, 1983: Second annual Railroadiana & Train Show sponsored by West Jersey Chapter, NRHS at Cherry Hill Mall, Route 38 and Haddonfield Road, Cherry Hill, NJ. Admission is free. Hours: 9:30 AM-9:30 PM Friday and Saturday, 11 AM-5 PM Sunday. Table reservations and information from: West Jersey Chapter, NRHS, P. O. Box 101, Oaklyn, NJ 08107 (telephone 609-665-0491).

NOVEMBER 13: Tour of Broad Street subway and Ridge Avenue spur using re-stored car #1 and other old cars, sponsored by New York Division, Electric Railroaders' Association. Group will assemble at Fern Rock station 11:45 AM. Fare: \$12 per person. Order tickets from: New York Division, ERA, P. O. Box 3001, New York, NY 10008 (telephone 212-986-4482).

NOVEMBER 13: Erie Southern Tier Express excursion from Hoboken, NJ to Susquehanna, PA and return via Conrail's ex-Erie Lackawanna mainline, sponsored by Tri-State Chapter, NRHS. Train consists of NJ Transit F40 locomotives and Comet I coaches, leaving Hoboken 8:30 AM, returning 8:30 PM. Trip features ride along Delaware River and across famed Starrucca Viaduct over freight-only route. Fare: \$44 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope (telephone 201-857-2987).

NOVEMBER 19: Annual banquet of Delaware Valley Chapter, NRHS, at Cock and Bull Restaurant, Peddlers Village, Lahaska, PA. Cash bar 6 PM, dinner 7 PM. Choice of roast sirloin of beef au jus or baked filet of flounder stuffed with crabmeat. Price: \$17.50 per person. Featured speaker will be Harold Carstens, publisher of Railfan & Railroad and Railroad Model Craftsman magazines, with movies of anthracite railroads of Pennsylvania. For reservations, write: Charles Benz, 85 Brook Drive, Holland, PA 18966, making checks payable to: "Delaware Valley Chapter, NRHS, Inc."

NOVEMBER 20: Fall Railroad Extravaganza sponsored by Tri-State Chapter, NRHS, at Boy's and Girl's Club of Union, 1050 Jeanette Avenue, Union, NJ, 10 AM to 4 PM. Over 100 tables of railroad models and memorabilia. Admission: \$2 adults, \$1 children under 12 and senior citizens. 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).

NOVEMBER 25-27: "Santa Claus Specials" on Wilmington & Western Railroad, Marshallton, DE. Steam-powered train departs Greenbank station 1 PM each day for Delaware Nature Center at Ashland. Santa Claus will be on board with a gift for every child, and trip includes a tour and refreshments at the Nature Center. Fares: \$5 adults, \$4 children (5-12), \$2 children under 5. Make reservations by telephoning 302-998-1930.

NOVEMBER 27: Wilmington & Northern Model and Toy Train Meet at Mill Creek Fire Company, Kirkwood Highway, 1-1/2 miles south of Prices Corner, DE, 9:30 AM to 3:30 PM. Admission: \$2 per person (children under 12 admitted free with adult).

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

Our Meeting:

Our November 18, 1983 meeting features Philadelphia Chapter's Annual Auction of railroadiana. Complete auction rules will be found on Page 12 of this issue.

Each year in November, members are urged to clean out their attics and basements, bringing excess rail material to the Chapter's auction to be sold to their fellow members and friends. Many unusual and interesting items surface each year, and the auction always proves a great opportunity to add to your own collection.

Our evening begins with our usual sit-down dinner in the Engineers' Club Dining Room (\$8.50 per person) beginning at 6 PM. Reservations, WHICH ARE MANDATORY, MUST BE MADE TO Vice President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, NOVEMBER 16, 1983.

A short business meeting will be conducted prior to the auction from 6:45-7:00 PM in the Conference Room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Registration of auction material will follow from 7:00-7:30, with the auctioneer's gavel sounding at 7:30 PM sharp! The auction will terminate at 10 PM, whether all items have been sold or not. We encourage you to come out, bring a full wallet, a box of excess goodies, a friend to Philadelphia Chapter's Annual Auction, FRIDAY EVENING, NOVEMBER 18, 1983.

IT IS WITH DEEP REGRET THAT THE CHAPTER RECORDS THE PASSING OF

WILLIAM S. BOWIE, of Ambler, Pennsylvania

October 18, 1983



Amtrak's Auto Train is off and running, leaving the terminals at Sanford and Lorton at 4:30 PM, to arrive at the other end at 9:30 AM. For a few weeks until the days get really short, you can photograph the departure from Lorton, located just below Washington.

An equipment train operated from Beech Grove to Sanford on October 3 and it made several test trips during the period before service began on October 30. This train consisted of 23 auto-carrying cars and 18 passenger cars; at least four more cars came out of Beech Grove in separate movements before service started. To pull the train, three P30CH units are assigned and to switch the train, GP7 #760 is assigned to Lorton and re-engined RS3's 106-107 are assigned to Sanford. The train will run via the old ACL route through Rocky Mount. Two units have managed to make the run with plenty of time to spare.

The Metroliner Improvement Program continues with the coaches finishing up by mid-November and the dinettes and clubs perhaps a month later. The program will include 44 coaches, 13 dinettes and 13 clubs. The 20117 became 20682 when converted from a half club to a full club for this service.

Amcoach 21842 is testing the roadbed for 120 mph operation, and hence it has a number of instruments but no seats. It usually operates on the end of the train.

The schedule change dated October 30 is evolutionary, but here are some changes noted in our area: Many Corridor trains have been speeded up, some by up to 20 minutes. The northbound *Montrealer*, retimed for AEM7's instead of an E60, is 40 minutes faster between Washington and New York. Five Metroliner Express trips have added a stop and several minutes, so they revert to "normal" Metroliners with their original 100-series numbers. Several Saturday morning trains between Washington and New York are discontinued (131, 132 and 134). Evening schedules out of Washington are the basic pattern as before, but the *Bankers* runs an hour earlier, as does the *Palmetto* and *Tidewater*, with the "missing" departure taken up by a Washington-New York train.

The *Pennsylvanian* becomes a New York-Philadelphia-Pittsburgh train, with the Philadelphia-New York leg replacing trains 220 and 237. Westbound, #47 runs 40 minutes earlier to Pittsburgh. The commuters will gain a snack bar on this run, and Sunday morning passengers to Philadelphia won't have to rely on the *Montrealer*, which is particularly subject to delays during the cold winter months. Trains 607 and 610, midday round-trip to Harrisburg, is discontinued, with other trains retimed to reduce the resulting gap.

In a previous column, we noted the later operation of the New York-Montreal *Adirondaack*. On a final note, the *California Zephyr* runs via the old Western Pacific route out of Salt Lake City, joining the old SP route at Elko, NV.

Amtrak's active passenger car fleet at October 1 consisted of 490 Amfleet I cars, 150 Amfleet II cars, 283 Superliners and 590 HEP-equipped cars, for a grand total of 1513 cars.

Under conversion on October 30 (and included among the 590 HEP cars) were: seven 11-bedroom cars—2221, 2230-2235; one 10-6 sleeper; one clocker coach (7008); six diners (8521-22, 8524-25, 8529-30); three table cars (8601-8603); four buffet cars (8701-8704); three full-dome lounge cars (9300-9302); and four dome coaches (9408-9411). Previous conversions under this year's program include: four baggage cars (1184-1187); eight dome coaches (9400-9407); two 11-bedroom sleepers (2220, 2222); one 10-6 sleeper (2467); one table car (8600); and one buffet car (8700).

Amtrak #104 will be the third RS-3 to be rebuilt with an EMD V-12 engine, joining the 106 and 107.

Metro-North Commuter Rail has received 17 1100-series MU cars from Morrison-Knudsen in Boise. Still in Idaho are 13 additional cars. Elsewhere on Metro-North, the Port Jervis-Suffern trains are assigned Budd RDC's 19 & 61. Cars 60 and 65 are at Harmon shop for heavy overhaul. Most of the remaining RDC's are in storage except 14, 54 and 63, operable at Putnam Jct., while 56 was protecting the shuttle to Dover Plains in late October. Metro-North's Budd SPV-2000's are giving considerable trouble, and units 290, 295 and 297 were at Mechtron in Wilmington for corrective action. Four other SPV's are in Harmon shop, leaving 292, 296 and 298 on one Poughkeepsie trip. The other two trainsets on the Poughkeepsie line are therefore protected by a B23-7, three coaches and an FL9, and two NJ Transit E8's (4248 and 4326) have been leased as replacement now that steam will be needed for the winter. Four Long Island Alco C420's were noted on Metro-North. Units 222-225 are in work train service. GE B23-7 #806 was the first of its type to be repainted in the new blue-white-vermilion paint scheme. FL9 #5039 will become the third unit of its type to be repainted; 5048 was the second unit done.

(Continued on Page 9)

GG1's Take Final Curtain Call October 29

The era of the GG1's ended on Saturday, October 29, 1983 at Matawan, New Jersey.

Late that afternoon, GG1 #4879 pulled into Matawan station with a special NJ Transit excursion train, closing out the amazing 49-year career of these famed electric locomotives. A crowd of 5,000 railfans, history buffs and sentimental commuters had gathered earlier in the day at the new Matawan station to inspect the last three active G's, listen to speeches by state and NJ Transit officials, and buy T-shirts, hats and posters inscribed with a special "Last Run of the GG1" logo. Many Philadelphia Chapter members were there to pay their respects.

NJT had decided to give the historic G's a proper retirement party. After all, the transit agency had the honor of operating the only survivors of a once-mighty fleet of 139 GG1's built for the Pennsylvania Railroad between 1934 and 1943. Gradually, through Penn Central, Amtrak and Conrail ownership, all had been scrapped except for a handful preserved in rail museums and the 13 which remained on NJT's roster for the purpose of moving commuter trains between South Amboy, NJ and Penn Station in downtown New York.

One by one, those 13 were set aside because repairing them was too expensive and because Amtrak no longer had the facilities to properly maintain them at its Wilmington shop. Some time last summer, NJT made the momentous decision to replace the fading G's with second-hand E60's from Amtrak, which themselves had been rendered surplus by brand-new AEM-7's specifically designed for high-speed Corridor service. The conversion date was set for the time change on October 30 and NJT began work on a fitting farewell for the revered G's.

It was decided to use tuscan red #4877 with its classic Pennsy pinstripes and lettering as the main attraction. This plan, however, was nearly wrecked when 4877 suffered fire damage just two weeks before the big day, but quick work at Wilmington shop got the locomotive back in service.

By late October only #4877, 4879 and 4882 were still operable, with E60's handling the other assignments once entrusted to the GG1's. On Friday, October 28, the final day of regular service, #4879 had the distinction of bringing Train 3323 into South Amboy for the last time, on time, after rolling up millions of miles since its birth in February 1939. Many flashbulbs popped that evening as the three huge locomotives hummed on the ready track near South Amboy station.

The next morning was dazzlingly beautiful, with bright sun and cool temperatures in contrast to the funereal weather usually reserved for such occasions. The crowds arrived early at Matawan, the end of electrification following the recent extension of catenary from South Amboy, and soon the three G's journeyed into territory completely unfamiliar to them--this is exclusively Jersey Arrow and diesel country. After the 4877 was coupled to its 13-car special--all in matched purple paint with red P70 club car #1734 at the head end--the speeches and eulogies were heard.

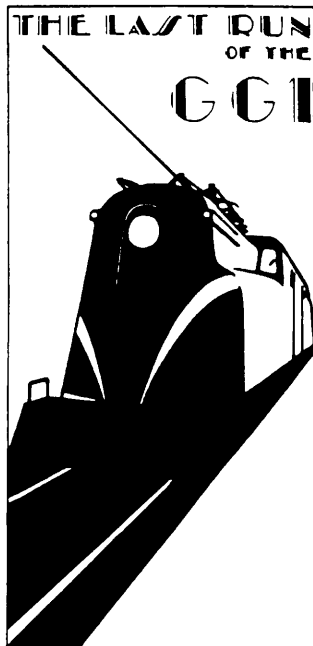
Finally, the moment everyone was waiting for had come. The fans and the local folks who had brought their kids to the big event crowded on board the train and the 4877 eased majestically out of the station on schedule at 10 AM, its resonant air horn blaring just as it did a million miles ago. In a few minutes the train rumbled across the Raritan River bridge as photographers crowded the shoreline, stopped at Perth Amboy station for a cautious photo runby, then proceeded to Rahway's "Union" tower where it sped east on familiar Corridor track to Newark station.

Following close behind was #4879 running light and further behind a second 13-car train loaded with more fans, folks and kids, this one hauled by #4882 resplendent in a fresh coat of black paint applied only a few hours before. At Newark station #4879 coupled to the rear of the first train and returned it to Matawan as the 4877 ran back light. Then, #4882 ran around its train, rushed to Perth Amboy for a photo runby and pulled into Matawan at 1:10 PM.

At almost the same time #4877 departed with the third and last trip to Newark and by 2 PM it had run around the train at Newark for the return run to Matawan. As the engineer notched up the throttle just east of Elizabeth station, a loud bang was heard by the employees, officials and others crowded into the G's two cabs. The pantograph had been suddenly dropped by an unexplained electrical failure and the heavy train coasted to a halt at "Elmora" interlocking, milepost 15.1. The Amtrak power director would not permit the crew to raise the pantograph after resetting the locomotive, for fear of again "blowing the line." Instead, #4879 was summoned from South Amboy on a final rescue mission, and after nearly an hour's delay the train was moving again--this time with 4879 doing all the work and 4877 trailing sadly behind with both pantographs down.

Thus ended the last GG1 trip on the GG1's last day. Most observers seemed to enjoy the day in spite of any lingering sorrow they felt for these great locomotives. But the cold fact was that on Monday morning they would not see a GG1 performing the time-honored ritual of coupling to its New York-bound train after the E8's or GP40's had cut off. Instead, a huge, boxy E60 would be there, attempting to do a job performed so well for so long by the infinitely more angular, more memorable GG1.

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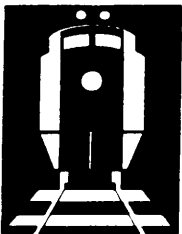
PHILADELPHIA



FRANK G. TATNALL, JR.

With the time change on October 30 SEPTA added another 450 trains per week to its commuter rail schedules, in an attempt to bring back riders lost during the recent 108-day strike. Eleven of the 12 commuter lines received additional service, the only exception being Media-West Chester which got 108 more trains when the Crum Creek bridge was reopened on October 2. This increase of 558 trains raises the total number of runs from 3,247 per week to 3,805, and further improvements are planned on several lines when track projects are completed next year.

The October 30 service boosts include seven new rush-hour limiteds on the Paoli line which run non-stop between Strafford and 30th Street. They cover the 19.9-mile route in 31 minutes eastbound and 32 minutes westbound. There is also hourly service from and to Doylestown on weekdays--possibly the best service ever provided on this single-track branch--with 36 daily trains serving that Bucks County community. New timetables have been issued for all lines except Media-West Chester, and further changes are in the works for that line as well.



Ridership, however, continues to lag behind pre-strike levels. At present, about 34,000 round trips a day are being recorded, down from 44,000 a day in October 1982. SEPTA's companion plan to restructure its fares for suburban commuters has been stymied by opposition from City representatives, and the matter has still not reached the board of directors for a vote. It remains to be seen how many riders will be gained through service improvements alone.

Equipment shortages and service disruptions continued to plague SEPTA's commuter rail operations last month. Frequent delays in train departures from Suburban Station inconvenienced many passengers and a power failure on the West Trenton Line at Somerton halted several trains during the morning rush hour on October 13. Trackwork continued on that line between Jenkintown and Neshaminy, requiring a longer running time for many trains until December when a new schedule will be issued. Track improvements also began September 19 on the Chestnut Hill West branch and the laying of welded rail on Chestnut Hill East appeared to be progressing well. SEPTA is even thinking about installing a fiber optic communications network throughout its Regional Rail and rapid transit systems.

After five years of construction, the City's \$325-million commuter rail tunnel is nearing completion. SEPTA has scheduled a public hearing for November 29 on a proposed shuttle service, to begin early next year between Suburban Station and the new Market East station at 11th Street. The free shuttles would continue to operate until full service through the tunnel begins, probably in September 1984. SEPTA is working on the huge task of meshing the six former Reading lines and six ex-Pennsy routes to produce run-through schedules and make optimum use of the tunnel.

In spite of SEPTA's well-known dislike for vandals, the ramp leading into Suburban Station has become a three-block-long workshop for graffiti writers. It matches a similar display on the new ramp just completed near Spring Garden station.....SEPTA will open bids on November 7 for the sale of several SEPTA and PennDOT owned RDC's. One of two SEPTA buffet cars, the fire-damaged 9165, moved to Boston's MBTA last month. Built in 1955, the car was originally BOSTON & MAINE RDC-2 #6205.....SEPTA will soon honor VISA and MasterCard credit cards for the purchase of monthly TrailPasses.

NJ TRANSIT

While railfans mourned the end of GGI operations on NJ TRANSIT (see story on Page 4, this issue), the change may eventually result in reviving another hallowed form of motive power. With the shift of head-end-power Bombardier cars to the Bay Head-New York City trains, many of the older steam-heated coaches formerly hauled by the G's are now running on "Jersey Central" GP40-powered trains terminating at Newark. When these units are converted to HEP the little-used E8's will get a new lease on life, as they will become the only NJT diesels capable of handling steam-heated cars.....NJ TRANSIT has introduced a special \$10 excursion ticket allowing unlimited rail rides for one day. The tickets are good only on Saturdays, Sundays and holidays. For information, call 800-772-2222 in New Jersey or 201-762-5100 from out of state.

SEPTA Treasurer George Miller last month warned that the Authority's fiscal 1984 deficit could reach \$44 million because of a dispute with the State over subsidy levels approved by the Legislature. Following his report, the SEPTA board approved a plan to issue \$46 million in "grant anticipation notes" to insure that there will be no shutdown of operations before the fiscal year ends next June 30.

After a delay of several years, SEPTA finally took delivery last month of line car D-39 at Luzerne depot. Formerly Broad Street subway work car T-17, it was rebuilt by Dushore Car Company of Topton, PA for use in the trolley subway between Juniper and 40th Streets. The car, however, arrived without trucks, which SEPTA

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

must furnish.....It now appears that Route 53-Wayne Avenue will not be restored to trolley operation before January 1984, months behind schedule.....The Daily News reports that SEPTA last month pulled 117 of its new Neoplan buses out of service for a steering defect.



On October 14, 15 and 16 SEPTA operated three charter trains to the World Series games at Veterans Stadium for Girard Bank. This would not be noteworthy except that the trains consisted of old Broad Street Subway cars #1, 166 and 175, recently retired from regular service..... SEPTA has announced that it will buy 50 articulated buses from Volvo Corp. of America for delivery next fall, at a cost of \$10 million. The 60-foot buses which have a flexible "waist" made of accordion-pleated fabric are common in many other U.S. cities, but these will be a first for Philadelphia.....That badly-needed new route map of SEPTA's system will not be issued until the on-going dispute over the restructuring of bus Route A is resolved. The map was originally due to hit the streets this fall.

SEPTA late last month removed the "shoo-fly" track on 12th Street just north of Market, which had carried Route 23 cars around the construction site of the center city rail tunnel. Completion of tunnel work in the Reading Terminal area allowed restoration of the street.....With the opening on October 12 of the \$120-million Gallery II shopping complex in center city, SEPTA was able to reopen the 11th Street station on the Market Street subway. Much finishing work remains to be done on the \$9.7-million rebuilding job, which was begun in October 1982.

SEPTA has begun work on a \$5.6-million project to renovate five stations in the trolley subway by January 1985. Among the stations to be refurbished is 19th Street, which SEPTA says is the oldest in its system, dating from 1907. Two old stairways at the northeast and southwest corners of 19th & Market will be reopened as part of the project.....El Simon points out that with Boston and Toronto planning to replace their last PCC's, only Philadelphia, Pittsburgh and Newark (NJ) will continue to operate these cars for several more years. The department store subway in Fort Worth, TX also runs a fleet of ex-Washington PCC's.

AMTRAK has issued an attractive new system timetable effective October 30. It features an F40 diesel locomotive on an all-blue background.....AMTRAK last month introduced a new nationwide toll-free number for information and reservations: 800-USA-RAIL. Local Amtrak phone numbers and Metroliner reservations lines will not be affected.....AMTRAK now has its "Northeast Corridor Transit Guide" on sale for \$1 per copy at main ticket offices.



AMTRAK's Lake Shore Limited continues to be more than an hour faster between New York and Chicago than the Broadway Limited. The October 30 timetable shows that Train 49 covers the 960 miles via Buffalo in 18 hours and 21 minutes, while #41 is scheduled for 19 hours and 36 minutes over the 910 miles via Philadelphia. Eastbound Train 48 has a similar advantage over #40.....This is the year that the Army-Navy football game will be played in Pasadena, CA instead of in Philadelphia, so for the first time since the 1940's there will be no special passenger trains to South Philadelphia.....AMTRAK last month placed its rebuilt "Fair" interlocking in service at Trenton, NJ. Though "Millham" tower just east of town was closed, the new interlocking plant retained the name "Fair" rather than being renamed "Fairham" as had been expected.

New Jersey Governor Thomas Kean late in September announced his full support for the controversial \$52-million project to restore high-speed rail service to Atlantic City.(see summer Cinders). In spite of strong opposition in a number of South Jersey communities, the Governor's commitment insures that \$30 million in Federal funds already approved for track restoration will not be lost, and that the State will come up with the required \$10 million match. The Resorts International casino may contribute the final \$12 million to build a new terminal in Atlantic City. Under a joint plan submitted by New Jersey DOT and AMTRAK, which will operate the 79-mph express service, five trains per day will run in each direction between Philadelphia's 30th Street Station and the shore resort, and one round trip will originate in New York. Amtrak expects to carry 1.6 million passengers during the first year of operation, after the project is completed in September of 1985. To placate the local objectors, represented most loudly by a group known as "RAGE" (Residents Against the Gamblers' Express), as well as on-line mayors and municipalities, Kean pledged that the former PRSL mainline would also be served by four commuter trains each day. It has not yet been decided whether NJ TRANSIT will run these trains (Tri-State Chapter Block Line).

AMTRAK operated a "World Series Special" from Philadelphia to Baltimore and return on October 11 and 12 for Phillies fans who did not want the hassle of driving to Memorial Stadium in Baltimore. Reportedly, however, the trains were not heavily patronized.....AMTRAK and McDonald's have joined forces in a regional test program offering free ride coupons for children who buy "Happy Meals" boxes at the fast food giant's stores. The train theme is accented in a "McDonaldland Junction" promotion in such markets as Hartford-Springfield-New Haven, Savannah, GA and Indianapolis, IN (Amtrak News).

Two workers at AMTRAK's Wilmington electric shops have designed a combination pilot-snowplow which is being tested on one AEM-7 locomotive. The lightweight electrics have been plagued with pilot damage caused by collisions with shopping carts, refrigerators and other debris which finds its way onto Northeast Corridor tracks (RRE Journal).....AMTRAK has awarded a contract to Lone Star Industries to produce 150,000 additional concrete crossties for installation along the Northeast Corridor. The ties will be manufactured at Lone Star's Littleton (MA) plant and will be installed early next year. Lone Star and a joint venture partner earlier

PHILADELPHIA EXPRESS (Continued from Page 6)

provided 1.1 million concrete ties for Corridor track projects, the largest order ever placed for this type of tie in the U.S. (Modern Railroads).....In August, AMTRAK reopened both tracks of its 110-year-old Baltimore & Potomac tunnel in Baltimore, after three years of work to reballast the track, install new rail and strengthen the tunnel walls which have partially collapsed on at least one occasion (Mohawk & Hudson Chapter Call Board).



CONRAIL, its freight traffic increasing from recession levels, has reported the best third quarter and nine-month profits in its history. Net income for July-September rose 44.5 percent to \$85.6 million on revenues of \$760.2 million, compared with net income of \$59.3 million on revenues of \$860.7 million in the year ago period. For nine months of 1983, Conrail's net increased from \$119.6 million to \$195.5 million while revenues declined from \$2.8 billion for \$2.3 billion. The nine-month revenue figures in 1982, however, included \$463.7 million from passenger operations formerly run by Conrail. Freight revenues in the third quarter actually increased by \$53 million over a year ago because of higher traffic levels, with carloadings up by 5.9 percent. The third quarter profit on operations alone more than tripled to \$81 million from \$22.5 million a year earlier, due largely to stringent cost control programs, Conrail said. The railroad reports its financial results on the so-called "GAAP" basis--short for generally accepted accounting principles.

After shying away from the idea of selling CONRAIL's stock to the public, the U.S. Department of Transportation is now considering just such a plan as an alternative to selling the company to another railroad or to its own employees. Last month the Wall Street Journal reported that DOT officials now believe that CONRAIL may become profitable enough to attract individual investors, which would result in a higher payback to the government and maintain the huge Northeast railroad as a neutral connection for all Western carriers. DOT currently holds 85 percent of Conrail's common stock, Uncle Sam having spent nearly \$3.3 billion to rebuild the railroad since it took over from six bankrupt predecessors in 1976. Goldman, Sachs & Company, an investment banking firm retained by DOT to assist in the sale, is believed to be recommending the public stock offering.....The U.S. Railway Association, Conrail's Federal overseer, is also expected to announce this month that Conrail has passed the second of two profitability tests mandated by Congress, an action which will allow DOT to proceed with its plan to sell the railroad as a single entity, rather than on a piecemeal basis.

One prospective purchaser, the Santa Fe Railway, last month appeared to back away from its earlier expression of interest in CONRAIL, after a surprise announcement that it intended to merge with the SOUTHERN PACIFIC (see October Cinders). While Santa Fe Chairman John J. Schmidt said that his company would only delay its investigation of a possible Conrail purchase until next year, some observers believed that the SP merger plan would substantially diminish Santa Fe's ability to absorb Conrail.

CONRAIL was expecting to receive the first of 60 new General Electric B36-7 diesel locomotives early this month, to be followed by 40 SD50's from Electro-Motive. The GE units, which will probably be assigned to Conrail's fast piggyback trains, will be numbered in the 5000-5059 series while the six-axle EMD's will be numbered 6700-6739.....On October 31 CONRAIL announced that it will order 60 "medium-horsepower" diesels from GE at a cost of \$75 million, for delivery in the second quarter of 1984. Many older units now stored are expected to be traded in to GE on this order.....CONRAIL is still experimenting with different types of locomotive paint, including acrylic enamels and acrylic lacquers, to determine the most durable finish under varying weather conditions.

CONRAIL Chairman L. Stanley Crane last month received another award to add to his already large collection. This one was Industry Week magazine's Excellence in Management Award for his efforts in improving relations between government and the private sector.....The United Transportation Union's UTU News reports that railroads enjoyed a four percent gain in productivity last year, while 42 of 63 major industries studied by the U.S. Department of Labor showed a decline.....A bill before the Pennsylvania Legislature would require a caboose for every freight train which moved one mile or more or has a length of at least 1,500 feet. This bill, which apparently lacks the votes for passage, represents an effort by rail labor to defuse a 1982 agreement between U.S. railroads and the UTU for the phasing out of the traditional "cabin car," "hack" or "van" (Journal of Commerce).

CONRAIL may soon be running freight trains over CHESSIE SYSTEM's Philadelphia-Washington, DC mainline under a long-delayed trackage rights agreement, thus avoiding use of AMTRAK's Northeast Corridor.....CONRAIL has purchased three heavyweight coaches from SOUTHERN RAILWAY for use on special trains. SOU cars #1041, 1042 and 1043 have become CR #24, 25 and 26 (Harrisburg Chapter Rail Review).....CONRAIL operated an inspection train October 29 from Selkirk, NY to Reading, PA consisting of E8 #4022 and cars 3, 1, 11, SOUTHERN Tennessee, 12 and 10. The train passed through Newark, NJ station just after one of the NJ TRANSIT excursions hauled by GG1 #4879 (see page 4).

CONRAIL ended freight service on the Cape May branch south of Tuckahoe, NJ September 10, though the NJ TRANSIT-owned line will probably not be abandoned. This branch was built by the South Jersey Railroad in 1894, later becoming part of the Reading's Atlantic City Railroad, the PRSL and finally CONRAIL (West Jersey Chapter Crew Caller).....Construction began in July on a new connecting track at Vineland, NJ which will allow CONRAIL freight trains between Bridgeton and Camden to use the ex-PRSL Millville branch instead of the badly deteriorated Bridgeton branch out of Glassboro (Crew Caller).....CONRAIL has filed a notice of insufficient revenue for 10.7 miles of the former Jersey Central between Winslow Junction and Landisville, NJ. An NIR filing is the first step in an expedited abandonment process set up under the Northeast Rail Service Act

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

of 1981 (Traffic World).....Other recent NIR filings in this area include 19 miles of the ex-Reading Coatesville industrial track between Joanna and Coatesville, PA, and 39.3 miles of the former Lehigh & Hudson River between Belvidere and Ogdensburg, NJ (Traffic World).....A slump in coal exports has caused the owners of Energy Terminals, Inc., to put their recently dedicated coal pier at Port Richmond, Philadelphia, up for sale. An Inquirer report last month also said that CONRAIL's Pier 124 in South Philadelphia, rebuilt last year at a cost of \$41 million, had handled only 1.23 million tons of coal in the first eight months of 1983. The pier's capacity is ten million tons per year.

Philadelphia Chapter has purchased a second ex-Reading FP7 diesel-electric locomotive from SEPTA for display at the Railroad Museum of Pennsylvania, Strasburg. SEPTA #4373 (Reading #903) was moved from its storage site at Reading via CONRAIL and the STRASBURG RAIL ROAD, arriving at the museum on October 10 where it was coupled back-to-back with sister #4371 (Reading #900). On the 15th a thorough mechanical and electric inspection was made of the two units to determine the feasibility and cost of restoring them to operating condition.On October 15 U.S. DOT Alco RSD1 #013 arrived at the Strasburg museum from the High Speed Test Center near Pueblo, CO. The historic unit, built as an RS1 in 1942 for the ATLANTA & ST. ANDREWS BAY RAILWAY, was remounted on six-axle trucks for military duty in Iran during World War II, later going to the ALASKA RAILROAD as ARR #1034 in 1951 and ending its career at Pueblo. (For a complete history of "the diesel that was drafted," see West Jersey Chapter Member Rich Gladulich's two-part article in Trains, March-April, 1980). The 013 will be stored at Strasburg until its new owner, the Smithsonian Institution in Washington, can find space for it.

The 150th anniversary of the Philadelphia & Reading Railroad, later the Reading Company, was celebrated last month with six steam-powered specials in the Reading area, carrying a total of about 3,000 people. The excursions, sponsored by the Historical Society of Berks County, were powered by ex-CANADIAN PACIFIC 4-6-0 #972 relettered for the P&R. Owned by noted Railfan George Hart, the 972 and its nine-car train were ferried from their base at Jim Thorpe, PA and back again. One of the excursions operated from Reading to West Falls yard, Philadelphia and return on October 2 via CONRAIL's freight-only mainline, at which time an unusual meet occurred at Birdsboro with Philadelphia Chapter's Susquehanna & Reading Special (see story page 1). A special song entitled "We Rode the Reading When the Reading Rode Again" was composed for the occasion by Charlie Adams of Reading radio station WEEU. A recording of the song and a "Rail Ramble" poster are available from the Historical Society (phone 215-375-4375) (Pottstown & Reading Chapter Colebrookdale Local).

The birth of standard time as we know it occurred 100 years ago this month, on November 18, 1883. The story of how the railroads brought order out of the chaos of local times in the U.S. is told in Issue #4 of the National Railway Bulletin recently mailed to NRHS members.....Both the Lackawanna & Wyoming Valley Chapter at Wilkes-Barre and the Central Pennsylvania Chapter of NRHS are celebrating their tenth birthdays this year.....Lancaster Chapter has been assigned its own radio frequency for use on chapter-operated fantrips. It is 151.925 MHz and the chapter has purchased a set of two-way radios tuned to that frequency.....Lancaster Chapter's October 23 fantrip from Lancaster, PA to Front Royal VA and return covered trackage of four different railroads--AMTRAK, CONRAIL, CHESSIE and NORFOLK & WESTERN, most of it freight-only. An added treat for the many mileage collectors on board was the unexpected routing from Shippensburg, PA to Hagerstown, MD via CR's ex-Pennsy Hagerstown secondary, with return via the ex-Western Maryland line as originally planned.....Washington Chapter's annual excursion to Strasburg on October 22 resulted in an unusually photogenic operation on the STRASBURG RAIL ROAD. To handle the crowd from Leaman Place to Strasburg and return, ex-Pennsy 4-4-2 #7002 and 4-4-0 #1223 doubleheaded on the eight-car special, probably the first time in history that these two classic 80-year-old locomotives have worked in tandem. The group reached Leaman Place aboard an eight-car AMTRAK special headed by AEM-7 electric #939.

SOUTHERN PACIFIC next year will operate famed steam locomotive #4449 and passenger train—all in SP's beautiful "Daylight" paint scheme—from Portland, OR to New Orleans, LA and return. The special train, sponsored by Pacific Northwest Chapter, NRHS and open to the public, will leave Portland May 5 and be on display at the New Orleans World's Fair for about a week in June.....UNION PACIFIC reportedly will also send its Northern #8444 to the fair.....CHESSIE late last month resumed operation of its "Orange Blossom Special" piggyback train between Taft, FL and Wilmington, DE. Train OSBN is due to arrive at Wilsmere yard, Wilmington at 11:30 PM (except Mondays) and its southbound counterpart, OBSS, leaves Wilmington at 7 AM.....CHESSIE's plan to build a \$25 million piggyback facility at Wilsmere yard (see September Cinders) appears to be in some jeopardy because of some local zoning restrictions.....CSX CORP. has reported net income of \$34.9 million for the third quarter of 1983, bringing its nine-month earnings to \$94.1 million versus \$160.2 million for the same period last year.

PATCO gave free rides on two Saturdays in October from New Jersey stations to 8th & Market in Philadelphia, in a joint promotion for the opening of the Gallery II shopping complex.Port Authority officials last month decided to hang wire mesh netting beneath the PATCO tracks on the Philadelphia end of the Ben Franklin bridge, to prevent any more chunks of concrete from falling to the streets below. The authority has begun drawing up plans for a \$27 million rehab of the track bed to be completed by mid-1985.....Baltimore's new Metro subway will begin revenue operation on November 21 over an eight-mile section between Charles Center downtown and Reisterstown Road Plaza. Base fare will be 75 cents, and 25,000 daily riders are expected. Forty Budd-built cars will be on hand for the startup, after long delays in delivery (Wilmington Chapter Transfer Table).

The Interstate Commerce Commission last month issued a decision ordering CONRAIL to negotiate a switching agreement with the DELAWARE & HUDSON which would give D&H access to the Philadelphia waterfront and various industries in the area. Conrail had appealed a review board ruling to that effect which was issued last winter.

(Continued on Page 9)



PHILADELPHIA EXPRESS (Continued from Page 8)

.....Guilford Transportation Industries is finally expected to complete its takeover of the D&H this month, if final arrangements can be made with certain equipment lessors. This action would extend Guilford's operation of railroad lines reaching from Bangor, ME to Alexandria, VA and from Boston, MA to Buffalo, NY. GTI is controlled by Financier Timothy Mellon, who earlier acquired the BOSTON & MAINE and MAINE CENTRAL, but has retained their separate identities (Narragansett Newsletter).

POCONO NORTHEAST RAILROAD of Wilkes-Barre last month acquired a third diesel locomotive from CONRAIL, this one GP9 #7242.....ANTHRACITE RAILWAY is using a Case "Unimog" rail highway vehicle to move freight cars on the short ex-Reading branch between Tipton and Kutztown, PA (see summer Cinders). DELAWARE & HUDSON RS3 #4118 at last report was still stationed at East Greenville, PA on another Anthracite Railway-operated line..... A new shortline, the JERSEY SOUTHERN, will soon begin operation on an ex-Jersey Central, ex-CONRAIL branch between Bridgeton and Seabrook, NJ, using former ONTARIO MIDLAND Alco S2 #106, renumbered 16 (Kermit Geary, Jr.)Despite reports in the railfan press to the contrary, EAST BROAD TOP RAILROAD has made it known that there will be no revival of its famed Winter Steam Spectacular in 1984 (Trolley Museum Reporter).

The House of Representatives last month soundly defeated a proposal to give coal slurry pipelines eminent domain privileges throughout the U.S., which would have allowed them to take lucrative coal traffic away from the railroads. The vote was seen as a significant victory for the rail industry.....The ICC last month voted to delay the start of boxcar deregulation from November 7 to January 1. The proposal has met strong opposition from shortline railroads, car leasing companies and some shippers.....Jerome D. Krassenstein, the CHESSIE vice president who created the railroad's new trucking subsidiary Chessie Motor Express, resigned last month to join Leaseway Transportation Company, a large motor carrier based in Cleveland, OH..... President Reagan has formally nominated John H. Riley of Minnesota to become Federal Railroad Administrator (see September Cinders).....Baltimore Chapter's September 25 excursion via CHESSIE from Baltimore to Martinsburg, WV and return featured a surprise on the head end: SEABOARD SYSTEM's ex-Clinchfield cab units 116 (F7) and 118 (FP7) resplendent in Seaboard paint.....Albert L. Creamer, a former regional vice president of NRHS and director of North Jersey Chapter, died September 21 of a heart attack.

As most members already know, NRHS National President V. Allan Vaughn soon will relinquish that post and step up to the less time-consuming job of Chairman of the Board. Allan is a busy executive with CHICAGO & NORTH WESTERN who finds that the demands of his "real" job prevent him from giving full attention to NRHS, which he has served well for quite a few years. On behalf of Philadelphia Chapter, we take this opportunity to thank "V.A.V." for a job well done and wish him well for the future. We also look forward to working with the incoming National President, Nelson W. Bowers, who as a "local boy" has given our Chapter massive assistance in many past activities and, we're sure, will continue to work with us and all chapters in the best interests of the Society.

ON THE SCENE (Continued from Page 3)

In Detroit, SEMTA's commuter rail service has been discontinued between Detroit and Pontiac, victim of budget problems. This was one of the last services to be exclusively equipped with steam-heated equipment.

Of the four ex-Canadian Pacific RDC's recently acquired for Boston's MBTA, only car 60 (ex-9060) has the traditional "tiger stripes" on its ends — the others have the more elaborate CP Rail design. Car 66 was working the Back Bay shuttle with ex-B&M 6134 in a rare self-propelled move. This car was also noted sandwiched between two other RDC's on a South Station-Framingham train on October 7.

NJ Transit has leased two more C&NW F7u's #402 and 403, which are from the pool of inspection train units. Elsewhere on NJ Transit, "Erie Lackawanna" MU's still on the active roster include 89 motors and 90 trailers (including a combine and three true club cars).

For the record, NJ Transit operated its last GGI-hauled revenue trains on October 28, with train 3312 and 3315 being headed by the 4882, and 3314 and 3323 closing out regular revenue operation behind the 4879. The red "G", 4877, did operate on one revenue trip October 27 on train 3323. Special festivities on October 29 are covered in a separate article elsewhere in this issue.

In some more Metro-North news, the 35 remaining FL9's, apparently including the four Connecticut units which are at Silvis, IL for rebuilding (5005, 5026, 5049 and 5057), will be renumbered, in order, to 501-535. Units 5023 and 5042 are set aside for disposition. Metro-North is not the only organization apparently having Budd SPV problems, as I noted a New Haven-Springfield train recently made up of an F40 and two 7600-series coaches.

Returning to Boston, the rebuilding of the regular route from Boston to Readville continues, but I'd say it's still two years from completion. The Back Bay area is greatly changed, with a new hotel open and new office buildings under construction. No sign of construction on a new Back Bay station as yet.

Boston has ordered 50 LRV's from Kinki-Sharyu of Japan, with an option on another 55 cars, I believe. It's not clear what impact this order will have on the PCC cars, since MBTA has been having continued problems as well with its Boeing cars.



AMTRAK LOCOMOTIVE ROSTER



(Corrected to October 1, 1983)

ROAD NUMBER	MODEL	NO. OF UNITS		HORSEPOWER	WHEEL ARRANGEMENT	GEARED MPH	BUILDER	YEAR BUILT
		ACTIVE	STORED					
5	65-ton	1	-	470	B-B	-	GE	1943
7	45-ton	1	-	300	B-B	-	GE	1941
9	65-ton	1	-	470	B-B	-	GE	1942
58-69	RTG Turbo	-	12	1140	B-2	-	ANF	1973-75
100-103	RS3	3	-	1600	B-B	-	Alco	1950-51
104-107	RS3C	2	1	1200	B-B	-	Alco	1951
114-144	RS3	12	5	1600	B-B	-	Alco	1950-55
150-163	RTL Turbo	14	-	1140	B-2	-	Rohr	1976
200-229	F40PH	30	-	3000	B-B	103	EMD	1976
230-269	F40PHR	40	-	3000	B-B	103	EMD	1977-78
270-279	F40PH	10	-	3000	B-B	103	EMD	1977-78
280-299	F40PHR	20	-	3000	B-B	103	EMD	1979
300-309	F40PH	10	-	3000	B-B	103	EMD	1979
310-331	F40PHR	22	-	3000	B-B	103	EMD	1979-80
332-359	F40PH	28	-	3000	B-B	103	EMD	1980
360-390	F40PHR	31	-	3000	B-B	103	EMD	1980-81
485-491	FL9	6	-	1750	B-A1A	89/103	EMD	1957
495-497	E8A	2	1	2400	A1A-A1A	98	EMD	1951-52
611-649	SDP40F	-	37	3000	C-C	103	EMD	1973-74
700-724	P30CH	16	7	3000	C-C	103	GE	1975-76
730-745	SW1	15	-	600	B-B	-	EMD	1941-50
746	S2	1	-	1000	B-B	-	Alco	1943
747-750	SW8	4	-	800	B-B	-	EMD	1951-53
760-762	GP7	3	-	1500	B-B	-	EMD	1950-52
763-768	GP9	6	-	1750	B-B	-	EMD	1954
769	GP7	1	-	1500	B-B	-	EMD	1952
770	GP9	1	-	1750	B-B	-	EMD	1957
771-783	GP7	13	-	1500	B-B	-	EMD/GMD	1950-53
800-889	Metroliner	35	26	-	B-B	125	Budd	1967
900-946	AEM-7	47	-	7000	B-B	125	EMD	1979-82
950-955	E60CP	4	2	6000	C-C	120	GE	1974
956-975	E60MA	8	-	6000	C-C	120	GE	1974-75
988-999	SPV-2000	12	-	720	B-B	100	Budd	1980

WASHINGTON TERMINAL COMPANY

43-62	RS1	4	2	1000	B-B	-	Alco	1944-50
80-81	GP7	2	-	1500	B-B	-	EMD	1950-51

BUILDER ABBREVIATIONS

Alco - American Locomotive Co./Alco Products, Inc.
 ANF - ANF-Frangeco (France)
 Budd - Budd Co.
 EMD - Electro-Motive Div., General Motors Corp.
 GE - General Electric Co.
 GMD - General Motors Diesel, Ltd. (Canada)
 Rohr - Rohr Industries, Inc.

CREDITS

--Amtrak
 --Elbert W. Simon, Jr.
 --Extra 2200 South Magazine

NOTES

* -All locomotives are equipped for head-end power except: 5-9, 100-144, 611-649, 730-783, 950-955, and WT units
 -150-163 are turbine/third rail-electric power cars (600 volts DC)
 -485-491 are diesel/third rail-electric locomotives (600 volts DC)
 -800-889 are self-propelled electric passenger cars (12,000 volts AC)
 -900-975 are electric locomotives (12,000-25,000 volts AC)
 -988-999 are self-propelled diesel passenger cars

"SUSQUEHANNA & READING SPECIAL" IS BIG SUCCESS *(Continued from Page 1)*

train continued non-stop up the Belmont connection in West Philadelphia and, after a brief pause at "Zoo" for a cab-signal test, pulled to a stop in 30th Street Station at exactly 6:43 PM. Amtrak had already decided to hold Train 45 for 15 minutes, and station ushers were in place to direct passengers from the lower level to the upper level where the Metroliner-equipped Harrisburg train was waiting.

Thus ended one of the most successful trips in the history of Philadelphia Chapter, thanks to the cooperation of Amtrak, Conrail, many Chapter members--and the weather. The excursion was notable for its relatively smooth, trouble-free performance, the only real problem encountered being a balky public address system which failed to operate most of the day.

A strategic advertisement placed in the September 9 edition of the Philadelphia Inquirer drew a huge response and, along with the publicity efforts of many Chapter members and notices in various railfan publications, contributed greatly to the financial success of the Susquehanna & Reading Special. A complete report of revenues and expenses was furnished by President Eastwood to the membership at the October 21 Chapter meeting.

The consist of the train was as follows: F40PH locomotives 274 and 359, Amcoaches 21106, 21012, Amcafe 20008, Amcoaches 21057, 21025, 21097, 21074, Amcafe 20015, Amcoaches 21085, 21030, 21002, 21009, Amcafe 20028, Amcoaches 21080, 21081.

Nearly universal praise was heard from passengers aboard the Special, many of whom were first-time excursion riders who had learned about the trip through newspaper publicity. A large contingent of "mileage collectors" from around the country was also on board, because of the nearly 200 miles of freight-only trackage covered by the train. One of these was Thomas Higgins of East Brunswick, NJ, who has received considerable media attention for his far-flung trips in search of "new" trackage in the E. M. Frimbo tradition. Another was William Crawford of Nahant, MA, former national president of the Railroad Enthusiasts, Inc., and an avid mileage collector.

Chapter President R. L. Eastwood, Jr., served as train director for the Special, assisted by Secretary Marie Eastwood. Vice Presidents Frank Tatnall and Mike Burshtin were the assistant train directors.

More than nine months of planning and preparation went into this excursion project, aided by the invaluable cooperation of key Amtrak and Conrail personnel. Special appreciation is also expressed by the Chapter to the following: Nelson W. Bowers, Senior Vice President of NRHS who provided liaison with Amtrak and Conrail; Captain R. C. Gilroy of Conrail's police department and Captain John O'Connell of Amtrak police who rode the entire trip; Members Bill Donnelly and John Rex who manned the very busy Chapter sales booth in the mid-train Amcafe; and to all of the car hosts and hostesses who did such a fine job in staffing the train. They were: George Arnoux, Lynn Burshtin, Steve Fuguet, Bob McAnally, Ellen McAnally, George Metz, El Simon, Larry Steingarten, Waldo Tulk, Wes Vernon (Washington Chapter), Doug Watts, Bill White, Gerry Williams, Gerry Wilson and Fred Wuestner. Member Joe Mannix designed a colorful souvenir badge, 400 of which were sold on board the train.

Thanks are also due to Amtrak's on-board supervisor, Marge Lindsay, the three Amcafe attendants, two coach attendants, operating train crews and supervision from both Amtrak and Conrail who worked hard to make the Susquehanna & Reading Special an outstanding success.

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

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Meetings: 7:30 PM, third Friday of each month (except second Friday in December), at Engineers' Club, 1317 Spruce Street, Philadelphia, PA. Dinner at Club 6 PM. No meetings in July or August.

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

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

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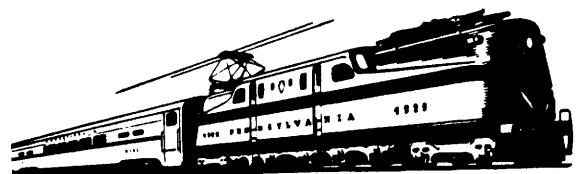
EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002.

GG1 MAKES FINAL CURTAIN CALL

(Continued from Page 4)

In the words of an NJ Transit spokesman, the activities of Saturday, October 29 were a "worthy tribute to worthy equipment...the final culmination of a career that will have no equal."

NJT assures the public and the railfan community that tuscan red 4877 will be preserved for future generations to admire, in an as-yet-undetermined location. It should be noted in the record, however, that #4879--looking timeworn in its years-old Penn Central paint--outlasted its 138 sister G's by bringing in the last train on the last day.



1983 Chapter Auction Rules

The auctioneer's gavel will sound at 7:30 PM sharp and will continue until 10:00 PM, at which time all unsold material, if any, will be returned to the sellers. Registration of material will begin at 7:00 PM. There will be a short business meeting from 6:45-7:00 PM.

RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any one lot is \$2.00.
2. Increments in bidding must be in multiples of 50¢; i.e., \$2.00, 2.50, 3.00, 3.50, etc.
3. Each seller will be limited to a MAXIMUM of eight (8) lots of material to be sold. Each lot of items MUST be separately listed on the auction form which will be available at the meeting.
4. At registration, you will be assigned a seller number and given forms to identify and number each lot to be sold. One IBM-type card will be furnished to be placed with each lot of material.
5. Every effort will be made to rotate the material sold, so each seller is given equal exposure.
6. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items sold will be made at the end of the evening or at such time as all of your items have been sold.
7. Chapter officers are in control of the auction, and have the right to reject any material offered for sale which is not considered in the best interest of the members and their guests. NO HUCKSTERING OF RAILROADIANA MATERIAL ON THE SIDE IN THE AUCTION ROOM WILL BE PERMITTED.

As usual, we anticipate a successful 1983 auction. We encourage you to provide material for sale, and come, with a full box of items and a full wallet as well on Friday evening, November 18, 1983.

PHILADELPHIA CHAPTER
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