



CINDERS

October 1983



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Our Meeting:

Philadelphia Chapter's special guest at our meeting on Friday evening, October 21, 1983, will be Robert S. Korach, assistant general manager of Port Authority Transit Corp., who will retire in December after 42 years in the transit industry. You will want to be on hand as Mr. Korach reminisces about his long career, which began in Cleveland and culminated in a 16-year stint at PATCO, one of the best-run and most successful transit systems in North America. His presentation will include several films of rail operations in other cities.

All members and guests are encouraged to have dinner in the Engineer's Club Dining Room, beginning at 6 PM. ADVANCE RESERVATIONS ARE NECESSARY, and should be made to Vice President Tatnall ON OR BEFORE WEDNESDAY, OCTOBER 19, 1983 at 215-828-0706. The cost of dinner is \$8.50 per person. Our meeting begins at 7:30 PM in the Conference Room on the third floor, and the directors meeting will begin at 7 PM.

Come out and relive some excellent transit memories with special guest Robert Korach - October 21!

FLASH REPORT ON CHAPTER'S SPECIAL

Approximately 890 revenue passengers were carried on the Susquehanna & Reading Special, which operated Sunday, October 2 from Philadelphia to Harrisburg and return. The 15-car Amfleet-equipped train operated largely on Conrail freight-only lines.

Philadelphia Chapter realized a substantial surplus from this operation. As soon as the books are closed, a full accounting will be given to the membership. A complete report will appear in the November issue of Cinders.

SECOND EX-READING DIESEL PURCHASED BY CHAPTER

Philadelphia Chapter last month purchased a second FP7 diesel locomotive from SEPTA for placement in the State Railroad Museum at Strasburg. Former Reading #903, now SEPTA #4373, will move via Conrail from its storage site at Reading, PA, and once again be coupled to sister FP7 #4371 (ex-Reading #900) which arrived at the museum on September 6. Both of the 1,500-hp units were built by the Electro-Motive Division of General Motors in 1950.

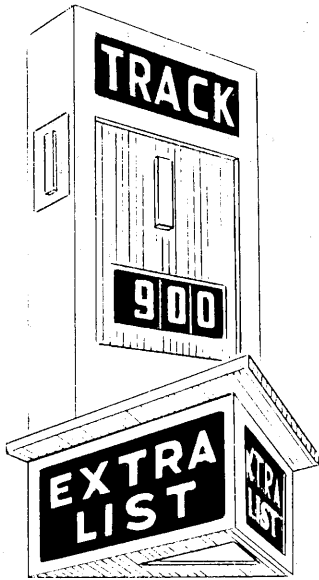
The immediate need is to secure the two locomotives for winter storage, with repainting to their original Reading colors planned for next year. Members of the Reading Company Technical & Historical Society have expressed interest in doing this work. Longer range, the Friends of the Railroad Museum group will explore the feasibility of restoring the FP7's to operating condition. Both locomotives were used on the Reading-Philadelphia push-pull train until 1981, but now require substantial repair work.

As part of the sale package, Philadelphia Chapter was obliged to accept two wreck-damaged MU cars, ex-Reading #858 and 9134, along with locomotive #4373. These two cars will also be moved from Reading this month, probably for scrap. It is hoped to salvage some parts from the cars for use in the restoration of original Reading MU #800, which Philadelphia Chapter earlier donated to the State Museum.

NRHS TO SPEED UP MEMBERSHIP CARDS

In an effort to furnish 1984 membership cards on a more timely basis, the national organization this year will send the cards to chapter treasurers at the same time as annual dues notices. This usually occurs in late November. Cards will therefore be immediately available upon payment of dues.

This was a source of complaint from many chapters in 1983, because delays in the national treasurer's office resulted in many members failing to receive their cards until late spring. Philadelphia Chapter, however, was not as severely impacted as many other chapters.



OCTOBER 22, 1983: Strasburg Special Amtrak excursion from Washington, DC to Leaman Place, PA and return, including trip on steam-powered Strasburg Rail Road, sponsored by Washington, DC Chapter, NRHS. Train will consist of F40 locomotives and Amfleet equipment. Leaves Washington (Union Station), 7:45 AM, Baltimore 8:40 AM, arriving Leaman Place 11:25 AM. Returning, train leaves Leaman Place 6 PM, arrives Baltimore 8:50 PM, Washington 9:45 PM. Trip will operate via Philadelphia in both directions. Fares: \$47 adults, \$43 children (5-11 years). Order tickets from: Strasburg Special, P. O. Box 456, Laurel, MD 20707, making checks payable to "Strasburg Special" and enclosing stamped, self-addressed envelope.

OCTOBER 22: Diesel-powered excursions on two shortline railroads in upstate New York, sponsored by Central New York Chapter, NRHS. Trip on Ontario Central leaves Manchester, NY for Victor at 10:15 AM, Ontario Midland special leaves Newark, NY for Sodus at 2 PM. Optional bus leaves Syracuse 8:45 AM, returns about 6:45 PM. Fares: \$29.75 adults, \$20 children (3-12) including bus round trip and buffet lunch. Rail excursions and lunch only: \$19.75 adults, \$11.75 children (3-12). Order tickets from: Albert Kallfelz, 111 Winding Way, Camillus, NY 13031, making checks payable to "Central New York Chapter, NRHS" and enclosing stamped, self-addressed envelope. For information, telephone 315-672-8063.

OCTOBER 22, 23: "Farewell to Vermont" steam-powered excursions from Bellows Falls to Rutland, VT and return via Green Mountain Railroad, sponsored by Steamtown, U.S.A. Trips are advertised as last excursions from Steamtown before museum moves to Scranton, PA prior to the 1984 season. Ex-Canadian Pacific 4-6-2 #1246 will be featured. Train leaves Steamtown's Riverside station 9 AM each day, returning about 5 PM. Fares: \$29.95 adults, \$16.95 children. Order tickets from: Steamtown Foundation, P. O. Box 71, Bellows Falls, VT 05101, making checks payable to "Steamtown Foundation."

OCTOBER 23: Rail excursions from Lancaster and Harrisburg, PA to Front Royal, VA and return via Amtrak, Conrail, Chessie System and Norfolk & Western, sponsored by Lancaster Chapter, NRHS, 342 Fritz Avenue, Quarryville, PA 17566. Amtrak F40 locomotives and Amfleet equipment will be used and nearly 150 miles of freight-only trackage covered. Train leaves Lancaster 6:30 AM, Harrisburg 7:08 AM, returns to Harrisburg 10:20 PM, Lancaster 11:08 PM. This excursion SOLD OUT.

OCTOBER 29: Farewell ceremonies at Matawan (NJ) station marking the final day of service for NJ Transit GGI electric locomotives. Special excursion trips behind GGI's will leave Matawan for Newark at 11 AM and 1 PM. Fare: \$1 per person. Tuscan red GGI #4877 is expected to be in operation. Full details at October 21 meeting of Philadelphia Chapter.

NOVEMBER 11-13: Second annual Railroadiana and 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 restored car #1 and other old cars, sponsored by Electric Railroaders' Association. Group will assemble at Fern Rock station 11:45 AM. Fare: \$12. Order tickets from: New York Division, ERA, P. O. Box 3001, New York, NY 10008, enclosing stamped, self-addressed envelope.

NOVEMBER 13: Erie Southern Tier Express excursion from Hoboken, NJ at 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 coaches, leaving Hoboken 8:30 AM, returning 8:30 PM. Trip features ride along Delaware River and across famed Starrucca Viaduct over historic freight-only line. Fare: \$44 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope. For information, telephone 201-857-2987.

NOVEMBER 19: Annual banquet of Delaware Valley Chapter, NRHS at Cock and Bull Restaurant, Lahaska, PA. Full details in separate article elsewhere this issue.

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).

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. Philadelphia Chapter will have a table for sale of railroadiana and distribution of NRHS membership information.



Amtrak's Auto Train is now accepting reservations for an October 30 start-up date. One set of equipment will be operated until March 1, 1984, when daily operations will begin. The initial tri-weekly service will leave Lorton Sunday, Wednesday and Friday afternoons, and departs Sanford Tuesday, Thursday and Saturday.

Equipment assigned to Auto Train service will not be compatible with existing cars because they will have freight-type schedule braking. That's why the Amfleet II coaches to be used have been sent back to Beech Grove for brake modifications. Because of this non-compatibility, cars will now come out of Beech Grove on a special move, tentatively scheduled for October 3.

With the addition of trains 52 and 53, above, will also come the end of the *Spirit of California*, victim of budget cuts in California - this is a 403-B train, you'll recall. In other service adjustments, Amtrak is making an effort to cater to skiers by rescheduling the *Adirondack* to a later schedule during the winter. The train will now leave Grand Central at 2:05 PM, and Montreal at 1:45 PM daily.

In the Corridor, Trains 60 and 67, now timed for an E60, will be assigned an AEM-7, concurrent with the release of ten E60's to NJ Transit. Some "clockers" will also be retimed for AEM-7 operation.

Amtrak is constructing a new car shop and engine terminal at Ivy City, near Washington, beside the old Washington Terminal facility.

At last check, 26 Amcoaches had been released from the Metroliner Improvement Program, with 12 others in the shops. A final eight cars are scheduled to be overhauled in this program.

In Canada, VIA made it through the summer without reports of real equipment failure - now the pace will calm down a bit as the fall season gives them a breather. The ex-CP diners were all in storage this summer, with the service being protected by the 18 surviving ex-CN diners. Plans are to retire 12 of these cars, presumably putting the former CP cars into service between Toronto and Vancouver on the *Canadian*, leaving six ex-CN cars to protect the *Ocean* and possibly tour parties in the summer on the Churchill train.

VIA seems to have only two RDC's running in the old CN livery. RDC-9's 6000 and 6004 are running, with the former still possessing CN red ends, but with 6004 having received VIA yellow. Also, one surprise was noted in Toronto's Spadina coach yard, this being 7210, one of the four VIA "mixed train" combines, still in CN paint. Sister car 7201 was observed in Winnipeg, so one train must have been assigned a coach (VIA has three "American Flyer" coaches, 5184, 5186 and 5215 for the Lynn Lake train) and likely one of these cars was serving as 7201's replacement.

The Tempo cars were all noted in service except coach 363, which may be in the shops for rebuilding as the second cafe coach (to be 351). The only exterior change is the blanking of the second window back from the vestibule on the left side.

Club car service continues on LRC trains, of course, and the three Tempo clubs (321-323) all saw duty in Toronto-Windsor-Sarnia service in mid-September. Three of the 14 conventional clubs have been retired, but the remainder are assigned this way: Montreal-Quebec (1 car), Montreal/Ottawa-Toronto (3), Montreal-Toronto-Windsor (3), Toronto-Sarnia (1), and two spares are kept at Toronto and one at Montreal.

All of the former CP Budd-built cars have been observed in service this summer except retired coaches 114 and 127, baggage-dorms 603, 611 and 614, and Skyline dome 508. Also not seen were sleepers Chateau Brule, Chateau Marquette, Bell Manor, Blair Manor, Bliss Manor, Brant Manor, Brock Manor and Algonquin Park. All 15 ex-CP diners, as mentioned above, were not in service, with three others having been retired.

VIA FP7 and FP9 units are deemed too heavy to operate on the *Hudson Bay* to Churchill, which is why CN-rebuilt F7's are used with steam generator cars. But, VIA 6524 is being rebuilt without a steam generator as a prototype to replace the leased CN units. The FPA4 and FPB4 units remain much in evidence in the area east of Toronto - I noted 21 A and nine B units just in the course of one week's visit. North and west of Toronto is GMD territory, and some units do run in what is otherwise FPA territory.

To aid in handling longer peak-period consists, VIA leases many of the seven CN GP9's equipped with steam and signal lines (but not steam generators). Units 4100-4106 also protect the one diesel-powered commuter train out of Montreal's Central Station (to St. Hilaire Est), pulling seven clerestory-roof CN coaches. This consist, incidentally, spends the night back in Montreal, deadheading to and from St. Hilaire Est.

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ON THE SCENE (Continued from Page 3)

Montreal's CTCUM placed its first trainset of repainted 800-series coaches into service out of Windsor Station on the CP Lakeshore line on September 9. The previous day, I had observed 23 unrepaired coaches, most looking well-worn, in service, but that's all changing. A program to spruce up the stations on the former CP line was announced the same day, with the centerpiece to be a new station two blocks west of the present Westmount station. It will be named Vendome, after the adjacent Metro station.

I had a chance to observe Montreal's Metro, and the cars are quite small by our standards, with each car seating only 40, and having four doors per car side, with full-width cabs. Hub of the system is Berri-de Montigny station at which Line 2 crosses above Line 1, and at a lower level nearby Line 3 from Longueil terminates. All weekday trains consist of nine cars, made up of three A-B-A carsets, with A cars having controls.

In Toronto, GO Transit has received some of the new control cars on order from Hawker-Siddeley. There are at least nine of the 20 cars in service (they will be numbered 200 to 219). They may be operated with any of three classes of head-end power sources - the eight GP40TC's, six F40PH's or three F7B power units. GO Transit also has GP40's without HEP capability and these units will be needed as second units on heavy trains or in consists with F7A control-power cars.

In New York, Metro-North continues to have problems with its ten Budd SPV-2000's and I understand M-N will return them to Budd for modifications whenever they can find appropriate steam-equipped diesels as replacements. One report says Amtrak may lease E8 #417 and two SDP40F's, 636 and 649. On September 15, 15 bad-order Metro-North coaches were moved to Bridgeport, CT for dead storage. Included was rare MU club 5110 from the New Haven line. All six SEPTA (ex-Reading) coaches are considered active and running to Danbury, but not every car runs daily. For instance, on September 19, 2002 and 2015 ran on Train 1146, 2001 and 2012 ran on Train 1148, and 1547 and 2014 were bad-ordered in Madison Avenue yard. Also on the Danbury line, the two leased Amtrak E8's (495 and 497) operated on Train 1146.

Metro-North's three S-10 electric switchers in use at Grand Central have been grounded by government safety inspectors since the pantograph is "live" when the third rail shoes are in contact with the third rail, and vice-versa, considered a safety hazard. FL9's are filling in until the units can be modified.

Metro-North has recently renumbered its motive power, excepting the FL9's. GE B23-7's 1903-1910 are now 801-808, GP8 #5432 is the 543, GP9 7508 is now 750 and GP12 9905 is now the 605.

Across the Hudson River, NJ Transit has assigned arch-roof coaches 1323-1324 to work train service - you see them on ballast trains, for example, in lieu of a caboose, even though NJT did receive at least two Conrail cabooses.

In motive power news, the first repainted E60 was released from Elizabethport shops September 15. The 967 will be followed by 958, 959, 960, 963, 971, 972, 973, 961 and 962. They will go into the shops during September (2), October (3) and November (3). No surprise in the color scheme - the tri-color sash is mounted slightly off-center toward the "front" of the locomotive. Meanwhile, six E8's remain in service out of 13 considered available. The 4248 and 4326 are Elizabethport rebuilds, while 4253, 4267, 4272 and 4305 were rebuilt by Paducah. The 4326 is in platinum mist, with the others blue and gray.

NJ Transit is offering for sale some 74 cars currently in storage: eight MP54E6 MU's stored at Wilmington, DE, eight more stored at Wayne Junction, one Budd RDC-1 at Atlantic City, one wrecked Arrow I MU car and one wrecked coach at Sunnyside, 32 old CNJ coaches and 11 streamlined CNJ coaches at Mahwah, and three streamlined CNJ coaches, six streamlined PC coaches and two streamlined EL coaches, plus one old EL MU car, all of which are located at Elizabethport. Needless to say, most of these cars are in rather poor condition.

Last month we devoted some space to the Reading's "deluxe" services, and we'll continue. Six steel coaches had been rebuilt as club and lounge cars 650-652 and 670-672, named for and assigned to Atlantic City Railroad service out of Camden. By 1938, the first summer after the *Crusader's* advent, one car remained to Ocean City (the last summer), but two others survived for four more years on the two premier Camden-Atlantic City rush hour trains - the *Boardwalk Flyer* (Trains 120 and 159) and the *Barnacle Bill Special* (Trains 165 and 116). From 1933 on, of course, this was the Pennsylvania-Reading Seashore Lines.

By the end of 1937, Reading still offered a lounge car on the *Wall Street Special* leaving Reading Terminal at 8 AM, returning at 4:12 PM from Jersey City (and subsequently at other times as late as 10:12 PM). This car was initially the Pullman-operated *Wall Street*, which lasted into the 1960's on the New Haven Railroad. From April 1939 to November 1940, this car was carded as an observation, and thereafter a lounge. Since Reading had no air-conditioned lounges, this may have been a spare *Blue Comet* car.

Parlor cars on the Reading by late 1937 were limited to one round trip to Jersey City, two Harrisburg-Jersey City round trips and one Philadelphia-Buffalo round trip (via the Lehigh Valley's *Black Diamond*). A Reading-owned parlor coach, the 699, ran to Scranton on the *Scranton Flyer* and parlor-diner 1189 ran to Shamokin on what would ultimately become the post-War *King Coal*.

The Lehigh Valley pool cars were Harriet and Miriam and, in November 1939, the route was cut back to Wilkes-Barre, further cut to Mauch Chunk (Jim Thorpe) in September 1940, and discontinued January 6, 1941.

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ON THE SCENE

The parlor-coach came off the Scranton train in June 1938, swapping places with a full parlor on the Jersey City line. This car ran until September, 1941, when the parlor-coach came back, running until September 1948. Parlor service (with the 699) to Jersey City lasted until September 1941, as noted above. Both Harrisburg-Jersey City parlor cars were also discontinued in September 1941.

Longest-lived of all parlor services was the parlor-diner 1189, which was rebuilt for the *King Coal* and offered parlor service to Shamokin until April 1952 and to Pottsville until October 1955. Thereafter, it ran as a diner-cocktail lounge until the end of "mainline" meal service in July 1958.

For the record, the Reading parlors were built in January 1927 (one month before Reading diners 1186-1189). All had 28 chairs and a drawing room and were owned and operated by Pullman. Three of these cars (Abigail Adams, Clara Barton, Louisa Alcott) went to the Pere Marquette, and two (Jane Austen, Molly Pitcher) went to the New York Central.

AFTER 49 YEARS, GG1 ERA WILL END THIS MONTH

NJ Transit has announced that it will retire the last of its famed fleet of GG1 electric locomotives effective October 30. Special ceremonies marking the historic occasion will be held on Saturday, October 29, at Matawan station, the present end of electrification on the run from Penn Station, New York. Two special trains hauled by GG1's — including tuscan red #4877 — will depart Matawan for Newark at 11 AM and 1 PM. The public is invited to ride these trains and a fare of only \$1 per person will be charged. Souvenir hats, badges and T-shirts will be for sale at Matawan.

A total of 139 of the streamlined high-speed locomotives were built for the Pennsylvania Railroad between 1934 and 1943. Most of them passed to Amtrak and Conrail following the takeover of rail operations from Penn Central in 1976, but NJ Transit also acquired 13 of the locomotives--#4872 to 4884--for continued service on North Jersey Coast commuter trains. All of the Amtrak and Conrail-owned GG1's were removed from active service by 1981 but NJ Transit's fleet remained in operation because of the difficulty in obtaining replacement power.

As of September 1 of this year, the number of active G's had declined to six as much newer E60's were borrowed from Amtrak to fill the power void. Now, NJT has determined that it will purchase ten of the 1974-vintage boxcab E60's, which are equipped with head-end power, and operate them with new Bombardier-built coaches into Penn Station. The old steam-heated cars, in turn, will be bumped to former Jersey Central runs terminating at Newark and hauled by E8 and GP40P diesel locomotives.

The last regular run with a GG1 will occur on Friday evening, October 28, either on Train #3329 departing Penn Station at 6:35 PM or Train #3335 at 11:30 PM. As is customary, the change to diesel power will occur at South Amboy.

It is expected that GG1 #4877 will be retained by NJ Transit for historical purposes.

LAST OLD SUBWAY CAR TRIP CALLED OFF BY SEPTA

Contrary to advice received from SEPTA early last month, the commemorative "last run" of old Broad Street subway cars did not occur on September 16, which was also the regular meeting night of Philadelphia Chapter. Instead, the trip was abruptly cancelled, with no word on whether or not it would be rescheduled.

As of Labor Day, Kawasaki had delivered 101 of the 125 new cars ordered by the City for the rejuvenated Broad Street line, and the entire fleet is expected to be in service by November.

The Chapter apologizes to all members who turned out on the 16th and were disappointed to find that the train would not run.

CHAPTER DONATES TO NRHS LIBRARY FOR N&W 611 FILM

"Goin' Home," a 22-minute color-sound movie on the history and restoration of Norfolk & Western steam locomotive #611, will be added to the NRHS Film Library through a donation by Philadelphia Chapter. By unanimous vote at the September 16 meeting, Chapter members approved the expenditure of \$375 to purchase one print of the film for the National Library.

The movie was produced by Norfolk Southern Corp. to describe the 1982 rebuilding of the huge J-class 4-8-4 after its removal from the Roanoke Transportation Museum, Roanoke, VA. The locomotive had been on display there since N&W donated it to the museum nearly 20 years ago. The bullet-nosed, red-striped 611 has since operated on many excursions throughout the NS system, including two at last July's NRHS convention in Richmond, VA.

The film will be obtained for viewing at the December 9th Philadelphia Chapter meeting.

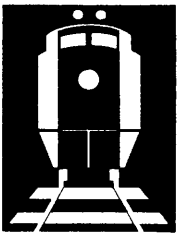
PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Closed since September 27, 1982, the infamous Crum Creek bridge on the Media-West Chester commuter line was reopened to traffic on Sunday, October 2. After \$1.25 million in repairs were made to the badly deteriorated structure, a "dedication special" was run from Suburban Station to West Chester and return on Friday, September 30 with Silverliner IV's #270 and 274 carrying a bevy of SEPTA officials, political leaders and reporters. The new October 2 public timetable shows five weekday round trips between downtown and West Chester and six between Media and West Chester--the first rail service to operate that far since the single-track line beyond Elwyn was shut down in June 1982. On Saturdays, ten round trips are run Media-West Chester, up from only three in recent years. Half-hourly service is now provided six days a week between Elwyn and Philadelphia.

Better service and lower prices are the key elements in SEPTA's strategy to recapture many of the riders lost after this year's strike and previous fare increases. The addition of 800 more trains per week to the fall schedules will significantly improve service, but squabbling between the City and suburban counties is delaying any change in the fare structure. In spite of Hearing Examiner F. Ross Crumlish's favorable report on the flat-fare plan devised by SEPTA (see September Cinders), Philadelphia's Mayor Green continues to oppose the plan as unfair to City riders who would generally not share in the reduced rates. SEPTA, of course, is aiming the fare changes at suburban van and car poolers who have deserted the rail lines in droves. After a high-level meeting September 28 between Mayor Green and other elected officials in the region, the SEPTA board put off its decision pending further study. It may now come to a vote at the October board meeting, subject to possible veto by City members who appear to have a different program in mind.



Based on recent statistics released by SEPTA, decisive action will be required to bring commuter ridership up to the 50,000 daily round trips needed to balance the Regional Rail Division's budget. Prior to the 108-day strike which began March 15, SEPTA was carrying about 38,000 riders per day, but this figure plunged to 17,000 immediately after the strike. By mid-September, ticket counts showed that 30,000 customers were using the trains, compared with nearly 43,000 at the same time last year. SEPTA figures indicate that the biggest ridership loss has occurred on the ex-Reading lines, particularly those reaching into the Montgomery and Bucks County suburbs where van pooling is now well-entrenched. "The guy coming in a \$60 (per month) van from a \$100 (per month) rail station is going to have to be convinced that the train is a better way to come in," SEPTA's Gene Skoropowski told the Daily News. Unfortunately, the proposed fare reductions will not take effect at the same time as the beefed-up schedules, as SEPTA had planned. It will be interesting to see how much additional ridership can be attracted by better service alone.

Continuing its crash campaign to rebuild the commuter system, SEPTA last month launched track repair projects on the West Trenton and Chestnut Hill West lines. Ten miles of the West Trenton line (ex-Reading New York branch) eastbound from Jenkintown to Neshaminy will be surfaced and 10,000 new ties inserted. The \$710,000 project is divided into two phases--Bethayres to Neshaminy and Jenkintown to Bethayres--each lasting about two months. Wrong-way operation is required and a temporary timetable has been issued. Next year, the more deteriorated westbound track will be rebuilt with welded rail at a cost of almost \$6 million. Speed restrictions of 30 mph have been in effect on the line for the past two years.

The Chestnut Hill West project includes roadbed improvements and insertion of 8,000 new ties between Chestnut Hill and North Philadelphia. This work is to continue through January and will involve both tracks. In addition, SEPTA says that the catenary wire on Chestnut Hill West will be replaced after engineering work is completed next spring. This is the last section of overhead wire dating from the Pennsylvania Railroad's original electrification in 1918.....Meanwhile, laying of welded rail is going forward on the Chestnut Hill East line in a project due to be completed next April.....Upgrading of eastbound track #1 on AMTRAK's Northeast Corridor mainline continues between "Holmes" tower in Philadelphia and "Grundy" tower in Bristol, affecting SEPTA's Trenton commuter trains.

The City's site selection committee last month voted unanimously in favor of the Reading Terminal area as the location for a \$300 million convention center complex (see summer issue of Cinders). The huge project would include the historic trainshed which is to be abandoned as a rail facility after the center city tunnel is opened for service next July.....The Reading Terminal Market celebrated its 90th birthday on September 29, with the Ferko String Band providing appropriate music as Mayor Green and Reading Company President John Sullivan sliced into a 400-pound cake shaped like a caboose. The famed market will remain where it is even if the giant convention center is built around it.

A group of local residents has leased the Chestnut Hill West station from SEPTA and plans to use it to house a new bank, to be known as the Chestnut Hill National Bank. The Inquirer reports that the fledgling bank may also open a branch in the St. Martins station.....Among the dozen or so stations to be leased out under

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PHILADELPHIA EXPRESS (Continued from Page 6)

SEPTA's current program are Wynnewood, which will become a Montgomery County information center, and Rosemont which will house a building firm. All leased stations must be upgraded by the tenants and waiting rooms for train passengers maintained (Suburban & Wayne Times).....We previously reported that the ornate Strafford station is to be leased to the Wawa convenience store chain, but the Tredyffrin Zoning Board must still rule on Wawa's plans.

"Media" tower at Media was turned over to SEPTA on October 1, having previously been manned by AMTRAK employees. "Chestnut Hill West," however, is still operated by Amtrak personnel, the last active tower on a SEPTA-owned line not staffed by SEPTA employees.....Work continues on the new crew quarters facility on 32nd Street, at the west end of SEPTA's Powelton Avenue yard. The building will be used by crews originating and terminating their runs at Powelton after the commuter tunnel opens next year.....Silverliner #115 was spotted recently with a new SEPTA logo on its right front end--and a Reading diamond on the left front end.... SEPTA Silverliners 384-385 are stored at the All-American Engineering Company in Wilmington, purpose unknown.

The United Transportation Union has filed suit against SEPTA, NJ TRANSIT and CONRAIL, contending that Federal and state authorities did not have the power to change the existing seniority system for rail employees when commuter operations were transferred to the transit agencies (Journal of Commerce)..... Al Archual, vice president and general chairman of the Brotherhood of Railway & Airline Clerks, has been relieved of his duties while a Federal grand jury investigates alleged misuse of union funds. According to the Inquirer report, BRAC International President Richard I. Kilroy has imposed a trusteeship on the union's CONRAIL System Board #86, representing union locals in 17 states and headed by Archual.

Major delays occurred on four SEPTA commuter lines during the afternoon rush hour of Monday, September 12, when a CONRAIL crane working near Logan station accidentally knocked down power wires over both adjacent SEPTA tracks.....Service was interrupted on the Lansdale-Doylestown line at 5:20 PM on September 30 when an overhead power wire fell to the ground at Lansdale station. A commuter train was in the station at the time but there were no injuries.....A Philadelphia lawyer, Stanford Shmukler, has filed a class action suite against Auto Parks, Inc., SEPTA and CONRAIL, contending that the collection of parking fees at certain commuter rail stations is illegal. Large notices have appeared in downtown stations inviting other aggrieved commuters to participate.

NJ TRANSIT

Former AMTRAK E60 #967 is the first of ten electric locomotives to appear in full NJ TRANSIT paint. It was seen at 30th Street Station in late September. The E60's will be used to power Bombardier-built trains between South Amboy and Penn Station in New York, replacing the venerable GG1's which make their last runs October 29 (see separate story).....NJ TRANSIT is seeking bids for eight derelict MP54 MU cars now stored at Wayne Junction, in addition to the eight at Wilmington mentioned here last month.

NJ TRANSIT raised its interstate bus fares on October 1 between Philadelphia and South Jersey points. The fare boosts averaged seven percent, though short-haul routes such as Philadelphia-Camden were not affected. Monthly discount tickets are now available.....Only 200 New Jersey state employees will retain their free passes on NJ TRANSIT rail lines this fiscal year, compared with 1,200 previously (Tri-State Chapter Block Line).

SEPTA General Manager David L. Gunn spoke before the Philadelphia Railway MU Car Club on September 19 at the Engineers' Club. Here are a few of the more interesting items from his talk:

Gunn favors investing in the North Philadelphia trolley system, of which three lines are proposed for immediate conversion to buses. However, a "unified approach" between the City and SEPTA is needed to save the lines, which he does not believe will happen. "The clock is ticking," he said, "and no decision is a decision to abandon."

SEPTA rail projects include new cars for the Norristown High Speed Line and an upgraded shop at 69th Street for these cars. In addition, the ex-Reading Blueliners will need to be replaced within five years, possibly with "Silverliner V's." A new heavy repair facility for the commuter rail lines is needed to expand in-house repair activities. No site has been identified as yet. Powelton yard is a "disaster area" and will be upgraded with relay rail taken from the West Trenton line next year.

He has "given up trying to guess" when the Airport High Speed Line will open for service.

Opening of the center city rail tunnel may slip to Labor Day of 1984 because of signaling problems with AMTRAK at Suburban Station, delays in completing the new CTC control center and Wayne Junction yard, and the need for an operating agreement with the City. SEPTA hopes to begin instruction runs through the tunnel in March 1984.

Federal operating subsidies for SEPTA have dropped from \$47 million to \$30 million over the last four years but are now "stabilized." Capital grants are in "good shape." Getting state and local matching grants is the most difficult task.

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PHILADELPHIA EXPRESS (Continued from Page 7)



The Daily News last month ran a two-part feature article on General Manager Gunn and how in four years he has transformed SEPTA from a woebegone, graffiti-plagued operation into a functional system with vast fleets of new equipment. The article also scotches reports that Gunn might resign from SEPTA to rejoin Boston's MBTA as general manager. "It's not a case of attracting me away," says Gunn. "I would leave only if something happened to negate my usefulness...I like SEPTA and I like the people I work with. I tend to develop a very strong loyalty to an organization and its people, and that's not easily overcome."

New rails for Route 53 have finally been laid in the bridge at Wayne Avenue and Washington Lane. The much-delayed bridge should be completed this fall.....SEPTA plans to extend the Route 66 trackless trolley route from its present terminus at Frankford Avenue and Knights Road north on Knights Road to Woodhaven Road....Opening of the refurbished high speed line terminal in Norristown was celebrated with a picnic on September 14, sponsored by the Greater Norristown Corp. The terminal was built by the Philadelphia & Western Railway and first opened for service on November 15, 1931.....The old SEPTA slogan "You Can't Beat the System" appears on a neat sign mounted on the new tower at the end of the 69th Street trolley platforms.

The advertised "last regular run" of old Broad Street cars, scheduled for the evening of September 16, was cancelled by SEPTA. The apparent reason was a fear that one or two trains of old cars might still be required for emergency service if a problem should develop with the Kawasaki cars. The last of the 125 new cars should be on the property this fall.....SEPTA last month received a total of \$55.6 million in capital grants from the U.S. Department of Transportation. The funds include \$14.1 million for improvements to rail facilities, \$3 million for improvements to the fare collection system on rapid transit lines, \$8.5 million for new bus lanes on Market Street, \$13.7 million for trackwork on commuter rail lines, \$6.4 million to complete purchase of new Broad Street subway cars, and \$480,000 for engineering and design work on the proposed Norristown Mass Transit Center at Swede and Lafayette Streets in Norristown.

Dominic DiClerico, president of Transport Workers Union Local 234, was defeated for re-election last month by Roger Tauss, a bus driver who charged that DiClerico had not won enough non-economic concessions from SEPTA in the union's current three-year contract. Tauss is a long-time activist within the union, having been a leader of "Driving Force," a TWU dissident group. The union represents about 5,200 bus, trolley and subway operators, as well as cashiers and maintenance employees.....The City has announced plans for a \$14.1-million project which, in the words of Mayor Green, will turn Market Street from City Hall to Independence Hall into a "world-class street." Included in the project are new curbside bus lanes and removal of the present center loading islands. The aim is to improve the appearance and efficiency of the street which serves the redeveloped Market East area.

SEPTA has lengthened the weekly shutdown of its surface-car subway by three hours, beginning September 28. For the next 12-18 months, cars will be diverted to the 40th Street subway station between the hours of 10 PM Wednesday and 5 AM Thursday, to allow more time for subway station renovations.....SEPTA is promoting a new "City-Suburban Pass" for riders who use both the City Transit and Suburban Transit Divisions. A Zone 1 pass allows unlimited riding on City routes and in the first adjacent suburban zone, at a cost of \$11.50 weekly or \$45 monthly.

SEPTA has improved the service on its Fox Chase-Newtown shuttle bus route, effective September 6, and has issued a nicely-designed timetable for the route. There are now 13 southbound and 11 northbound trips each weekday, far more frequent than the rail service which these buses replace.....SEPTA has issued an elaborate new folder entitled "9 Secrets of Riding the SEPTA System." One of the "secrets" listed is that SEPTA operates 12 commuter rail lines serving more than 170 stations.....On September 30 ground was broken for the \$6-million Broad Street & Columbia Avenue Subway Plaza, scheduled to open in October 1984.



December 15, 1983 is the 50th anniversary of the official opening of Philadelphia's 30th Street Station. To commemorate the occasion, the Pennsylvania Railroad Eastern Region Group, of which NRHS Member Marie Prewett is president, proposes to refurbish the three plaques mounted in the Market Street concourse. The plaques are dedicated to PRR Presidents J. Edgar Thomson and William Wallace Atterbury, and Electrical Genius George Gibbs..... It's been 15 years since the Pennsylvania Railroad was merged out of existence, but large signs at the entrance to the Schuylkill Expressway still direct motorists to the "PRR Station".....Renovation of AMTRAK's ex-Pennsy station in Wilmington continues as part of the Northeast Corridor project.....AMTRAK is beginning to install cyclone fencing along its mainline in Philadelphia where trespassing has been a major problem.

AMTRAK's current advertising campaign is concentrating on newspapers, TV and billboards. A recent attention-grabber for its Corridor service is "Fly to Washington Without Leaving the Ground".....AMTRAK has again extended its "All Aboard America" excursion fares through March 31, 1984 (not including holiday periods). Round-trip fares within one of the three regions are still \$175 per person, or \$225 to an adjoining region or, better still, \$299 coast-to-coast.....A new system timetable will be issued effective October 30..... The Interstate Commerce Commission has denied AMTRAK's petition to reopen a proceeding which determined costing procedures for the use of Corridor trackage by CONRAIL and several commuter rail agencies. Amtrak was not happy with the ICC's earlier determination that "avoidable costing" methods should be used (Traffic World).

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PHILADELPHIA EXPRESS (Continued from Page 8)

CONRAIL reports that its bulk-commodity "Flexi-Flo" business increased by 32 percent during the first half of 1983 versus the year ago period. The railroad handled 483,563 tons of traffic at 14 terminal in the first six months this year.....CONRAIL has just issued a new system map showing all of its lines as of spring 1983.....CONRAIL has abandoned the ex-Reading City branch between 15th Street and Callowhill Street Junction in downtown Philadelphia. The line still serves the Inquirer's newsprint-receiving facility below street level.....CONRAIL's Delmarva line to Pocomoke, MD is being upgraded with new ties and surfacing. Welded rail is planned for next year.



CONRAIL has sold 14 branch line segments in the Scranton/Wilkes-Barre area to POCONO NORTHEAST RAILWAY. These 37 miles of track will be added to the ex-Conrail trackage already operated by PNE.....Upper Deerfield Township, NJ has been authorized to purchase the three-mile Deerfield spur between Bridgeton Junction and Seabrook, NJ. CONRAIL had applied to abandon the ex-Jersey Central branch in Cumberland County..
.....SHORE FAST LINE has begun operations between Winslow Junction and Pleasantville, NJ using ex-CONRAIL U30B #2884. Sister units 2875 and 2876 have been moved from New Hope, PA to Pleasantville in anticipation of handling stone traffic, which has not yet developed (West Jersey Chapter Crew Caller).....Farmers Export Company and PHILADELPHIA BELT LINE RAILROAD have filed a complaint with the ICC asking that PBL be granted switching access to Farmers' grain elevator in Port Richmond, Philadelphia. The Belt Line, which has been in existence for over 90 years as a non-operating carrier, is about to begin service on its own along the Northeast Philadelphia waterfront (Journal of Commerce).

SANTA FE and SOUTHERN PACIFIC announced in late September that they plan to merge, creating the third largest rail system in the U.S. Operating more than 25,000 miles of railroad, the proposed Santa Fe Southern Pacific Corp. would compete with the giant UNION PACIFIC-MISSOURI PACIFIC system as well as BURLINGTON NORTHERN. It is not yet known what effect the merger would have on Santa Fe's previously announced plan to study a possible takeover of CONRAIL.

CONRAIL has signed bilateral agreements with the BURLINGTON NORTHERN, SOUTHERN PACIFIC, DELAWARE OTSEGO SYSTEM and BAY COLONY RAILROAD covering the utilization of empty boxcars. The agreements were inspired by the deregulation of boxcar traffic, authorized by the ICC beginning November 7. A Journal of Commerce report, however, indicates that Congress may force a delay as the result of heavy opposition from some shippers, short-line railroads and car leasing companies.....Meanwhile, CONRAIL has reduced its car hire (rental) rates on loaded and empty boxcars by 20 percent, effective October 1.

CONRAIL is offering "rock bottom" rates on construction sand, stone and gravel shipments between points on its system, according to an announcement made last summer. Rate reductions of as much as 80 percent are designed to meet or beat truck competition.....CONRAIL's "Warehouse on Wheels (WOW) service is providing up to 48 hours faster delivery on boxcar shipments of breakfast cereals from the Kellogg Company at Battle Creek, MI to East Coast customers.....CONRAIL has condensed more than 1,000 pages of tariffs on scrap iron and steel shipments into a 38-page booklet to simplify rate calculations. In 1981, Conrail revised 4,000 pages of grain tariffs into a 38-page publication and tonnage per car increased dramatically.....The ICC has proposed a new policy giving railroads greater freedom to acquire trucking companies. Until now, railroads have been allowed to control truckers only under special circumstances or when the highway service is supplementary to rail transportation.



PATCO is promoting itself as the "Fast Lane to Philadelphia" in current radio commercials. Another inducement to commuters is free parking at the Woodcrest station through early October.....PATCO's fall-winter timetable contains an unusual cover photo--that of work train locomotive #404. This is ex-Niagara Junction freight motor #4 built by Baldwin-Westinghouse in 1937.....PENN'S LANDING TROLLEY COMPANY carried its 10,000th passenger of the season on Sunday, September 18. PLTC this summer has been using a "split operation" on weekends, with car #26 operating only from Spruce Street north and #120 from Spruce Street south.

Member Ronald DeGraw will write a four-part history of the Red Arrow transit system, the first volume of which will be published next year by Interurban Press. DeGraw is the author of the now-classic book The Red Arrow published in 1972.....The expected takeover of DELAWARE & HUDSON by the Guilford System had not yet occurred as we went to press. D&H, however, is resymboling its freight trains in the style used both by BOSTON & MAINE and CONRAIL. Rouses Point (NY) to Potomac Yard (VA) train RW-6, for example, is now designated as "RPPY," but Philadelphia trains NE-84 and NE-87 have not yet been changed (Mohawk & Hudson Chapter Call Board).....The Monroe County (PA) Railroad Authority has named the D&H as freight operator of the former Lackawanna mainline between Scranton, PA and Port Morris, NJ, which the county is purchasing from CONRAIL for \$6.6 million (see September Cinders).....Definite word is still awaited as to when (or if) the Steamtown Museum will begin its much-publicized move from Bellows Falls, VT to Scranton.

The BLUE MOUNTAIN & READING RAILROAD has begun operation of 12.5 miles of former Pennsy track between Temple and Hamburg, PA. Power is believed to be ex-CONRAIL NW2 #9220 (ex-Erie #413). PennDOT has bought the track and five on-line businesses put up the money to resume service formerly provided by Conrail. Blue Mountain President Andrew Muller, Jr. is even talking about steam fantrips next year.....Ex-Reading 4-8-4 #2102, under restoration for several years at Brownsville, PA, was fired up in late September for filming of a Hollywood movie.....Ex-CONRAIL SW1 switcher #8556 was delivered to the newly-formed ANTHRACITE RAILWAY September 9 at Ennaus Junction, PA, replacing leased D&H RS3 #4118 (see last month's Cinders).....WILMINGTON & WESTERN has acquired a second ex-Amtrak GG1, #4932 (ex-4909) for eventual display at Steamtown in Scranton.....CSX CORP. and Southern New England Telephone are partners in a proposed 5,000-mile fiber optics communications network, known as "Light-Net".

DELAWARE VALLEY CHAPTER ANNUAL BANQUET SET FOR NOVEMBER 19

Delaware Valley Chapter, NRHS will hold its annual banquet on Saturday evening, November 19, 1983 at the Cock and Bull Restaurant, Peddler's Village, Lahaska, PA. Cocktail hour begins at 6:00 PM and the Banquet itself commences at 7:00 PM.

An exciting program is promised as well-known publisher, photographer and railfan Hal Carstens, owner and publisher of Railroad Model Craftsman, Railfan & Railroad and other craft magazines, will present a movie program covering several of the anthracite railroads of northeastern Pennsylvania, with some views dating back to 1938. Featured will be Reading Company steam at Gordon, Lehigh Valley camelbacks and Jersey Central steam in the late 1940's, as well as a special last look at the Bel-Del line of the former Pennsy.

The banquet, always outstanding, features a choice of roast sirloin of beef, or baked filet of flounder stuffed with crab meat. Price is \$17.50 per person, and tickets should be ordered before November 9 from: Charles J. Benz, 85 Brook Drive, Holland, PA 18966. Make checks payable to Delaware Valley Chapter, NRHS.

POTOMAC CHAPTER OFFERS 1984 CALENDARS

The sixth edition of Potomac Chapter's annual railroad calendar is now available. The 1984 calendar features 13 excellent color photos of steam, diesel and electric rail action on individual monthly pages which measure 11" x 17" when open. The cover shot features famed Norfolk & Western J-class #611 storming up a mountain grade near Bluefield, WV.

Philadelphia Chapter's supply was sold out on the Susquehanna & Reading Special, but plenty of copies remain by mail, at \$4.95 each, postpaid. Order from: Potomac Chapter, NRHS, P. O. Box 235, Kensington, MD 20895.

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